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### THE WAGES OF SEAMEN.

The Nippon Yusen Kaisha, a Japan paper, says, has decided to make a cut from the present standard of between 15 and 20 per cent. in salaries for land men and of 20 per cent. for high-class seamen from June 1st for men to be newly employed. The decision is due to the depression of the shipping trade which has made it necessary to reduce the wages. Before this action of the Nippon Yusen Kaisha smaller shipping companies in Japan had already decreased the wages not only for those to be newly employed but for those already in their service. The proposed reduction of the Nippon Yusen Kaisha is to be confined to land men and to officers and expert engineers known as high-class seamen in Japan, ordinary seamen being immune from the decision.

"Of Japanese, British and American seamen, the Japanese receive the lowest wages, as will be seen from the following list:—

	Japan.	British.	American.
Yen.	Yen.	Yen.	Yen.
Chief sailor	120	130	160
First helm-man	91	120	174
First sailor	77	110	170
Chief fireman	120	120	170
Oilman	105	120	160
First fireman	77	120	160
Coalman	83	110	150

These are the monthly rates on the European run. Chinese wages are only about half the Japanese rates. It is said that German sailors also are content with low wages. The O.S.K. Mailer *Maria* employed some Germans on their way back from Rotterdam with satisfactory results, it is said.

Another interesting fact is the difference in the number of men operating a similar steamer. In the case of Japanese "Shasen," those belonging to the Nippon Yusen Kaisha, the Osaka Shosen Kaisha, or the Toyo Kisen Kaisha, a freighter of 7,000 tons requires 71 men and in the case of "Shasen," 62 men. In Great Britain a similar vessel is manned by 55, and in America, 40.

### NEW TAXATION IN CHINA.

ESTATE, PROPERTY AND MARRIAGE TAXES.

A Chinese news agency says:—  
Owing to the large deficit in the budget, the Government has been endeavouring to enforce several new taxes, in order to increase its receipts. The income tax has already been promulgated, but owing to one reason or another the others have been postponed and dropped. It is now learned that the Government has already taken up the question of the enforcement of the following new taxes with the various provinces:—

(1)—The Estate Tax. It is pointed out that this tax has been generally adopted throughout the world, and therefore there is no reason why China should not follow suit. The regulations governing it are based entirely upon the regulations adopted in foreign countries, and the provincial officials are ordered to prepare to enforce them effectively.

(2)—The Property Tax. The Government explains that owing to the large deficit in the Budget the balancing of which has taxed the Government very severely, it is obliged to enforce this new tax so as to increase its receipts. The Property Tax is one of the most efficient taxes adopted in foreign countries generally and should be adopted in China. The necessary regulations are being compiled and will be communicated to the provinces as soon as they are completed. The provincial officials are instructed to make preparations for it.

(3)—The Marriage Tax. This tax was approved by the Cabinet Conference some time ago, but its promulgation and enforcement has been delayed pending the completion of regulations governing the collection of same. It is learned that the collection of this tax is somewhat similar to the procedure adopted in the title deed tax. The Government is to issue marriage certificates which are to be sold by the local police departments. Marriage without the certificate would be illegal. The rates are divided into three classes, viz., 1st class \$2, 2nd class \$1, and 3rd class 50 cents. The regulations have been drawn up and will be promulgated soon.

### TIENTSIN FOREIGN CONCESSIONS.

Mr. R. H. R. Wade, the Commissioner of Customs at Tientsin, in his report on trade for 1920, referring to "Foreign Concessions" of that port states that the development of the various "Concessions" continues to advance at a great rate; but the question of the terms required for the extension of Crown leases in the (original) British Concession—which have only 40 years to run—is agitating the holders of property there, for, until the actual terms are settled and published, the development of this area is, and will continue to be, retarded; to the advantage of other Concessions. Delay in settling this question is now assuming a greater importance than the question of the amount of increased rentals, important as that is. In the autumn the local Chinese authorities, acting under a Presidential Mandate, assumed charge of the Russian Consular functions and the policing of the Russian Concession, leaving the Municipal Council to continue to function in minor municipal affairs. The nationalities of the owners of land in the Russian Concession based on the assessed value, is in the following proportion: American, 13.95 per cent.; British, 41.52; Chinese, 10.92; Japanese, 23.58; Russian, 8.19; other nationalities 1.84 per cent.

### MUNICIPAL STATISTICS AT CANTON.

The Department of Public Safety at Canton issues the following statistics of arrests made in Canton during the month of April:—

For Opium Smoking	118
Kidnapping	17
Burglary	11
Disorderly Houses	7
Stealing	132
Fraud	14
Fighting	9
Gambling	11
For the month of May:—	
Opium Smoking	120
Fraud	14
Burglary	2
Disorderly Houses	13
Stealing	118
Kidnapping	22
Fighting	6
Gambling	9

The following report is from the Department of Public Health for the month of May:—

Rubbish cleaned 84,353 piculs, plus 2,499 carts of rubbish from the wide roads (maloo).  
Dead babies picked up, 33.  
Vaccinations from 12th March to 7th May—8,007.

### IDLE SHIPPING IN JAPAN.

INTERESTING COMMENTS BY GOVERNMENT OFFICIALS.

Vessels of not less than 100 tons each now tied up in Japanese ports number 140, totalling about 250,000 tons gross, and a further increase in tied-up tonnage is expected.

The withdrawal of vessels from operation will naturally increase marine unemployment, and this question is attracting attention, says the *Japan Advertiser*. The exact number of unemployed seamen is difficult to ascertain, but it is stated that those who have asked the Seamen's Relief Society to find them work number about 5,000. It is safely assumed that the total number of the unemployed must be more than three times that number.

An authority in the Department of Communications says that though the question of marine unemployment is engaging the attention of the authorities, no special step has yet been taken, largely because of the fact that the shipping depression is worldwide, no particular action can effectively be taken in Japan alone. Moreover, the question is not yet as serious as in Europe and America. This is not to say, however, that it need not be seriously considered, adds the official. He expressed the hope that shipowners will continue to operate ships, putting up with losses as much as possible. There are complaints that the shipowners in this country do not give sufficient relief to the men in their employ. Another official in the Department of Communications says:—

"In England even the strongest company does not pay a dividend of more than 10 per cent. in times of prosperity. In Japan some companies paid dividends of 50, and even 100, per cent., when their foundations had not yet been made sufficiently strong. At the coming of the depression, they immediately tie up their ships, and as to the means of relieving the difficulties due to unemployment, they simply look to the Government. This attitude is very irresponsible."

### RUBBER PAVING.

The following report was submitted by the Engineer-in-Chief at a meeting of the Municipal Commission, Singapore, last week:—

I have the honour to report that an area of Rubber Paving about 11 inch thick was laid in the Municipal Store Yard on May 2nd, and I propose to allow traffic to proceed over it from the 15th. It is laid on the approach to the weigh bridge, over which practically all stores traffic, including the granite laden wagons, will proceed. As the wagons frequently approach the weigh bridge in strings of two or three, more, at a time, there is a considerable amount of stopping and starting just where the rubber is laid. This, combined with the fact that the axle load on many of these wagons is probably about 6 tons, will make the test fairly severe. There is also the great advantage that we shall have an accurate record of the tonnage that will have passed over the rubber at any date.

I was very fortunate in obtaining the ready assistance of Mr. Teo Eng Hock, who placed his factory entirely at my disposal for the preliminary experimental work. The slabs which have actually been laid, were made by the Netherlands Gutta Percha Co., Pasir Panjang, whose plant is better adapted for the large quantities required. I have to thank both these firms for the interest taken and assistance given.

### A \$200. CAMERA WILL TAKE PICTURES.

but no sensible person claims that the photographs equal those secured with a \$50.00 lens. The eye is a miniature camera, and lenses simply remedy defects in the natural photographing mechanism. The better the lenses, the better the results. The Hongkong Optical Co., Successors to Clark & Co., Refracting & Manufacturing Opticians, located in 53, Queen's Road, Central, manufacture lenses as safe, as nearly perfect and as satisfactory as can be produced by the combination of human ingenuity and constructive machinery of the highest type.—ADVT.

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Perfectos	\$3.00	25*	do.	\$2.50	50*

## Tabaqueria Filipina,

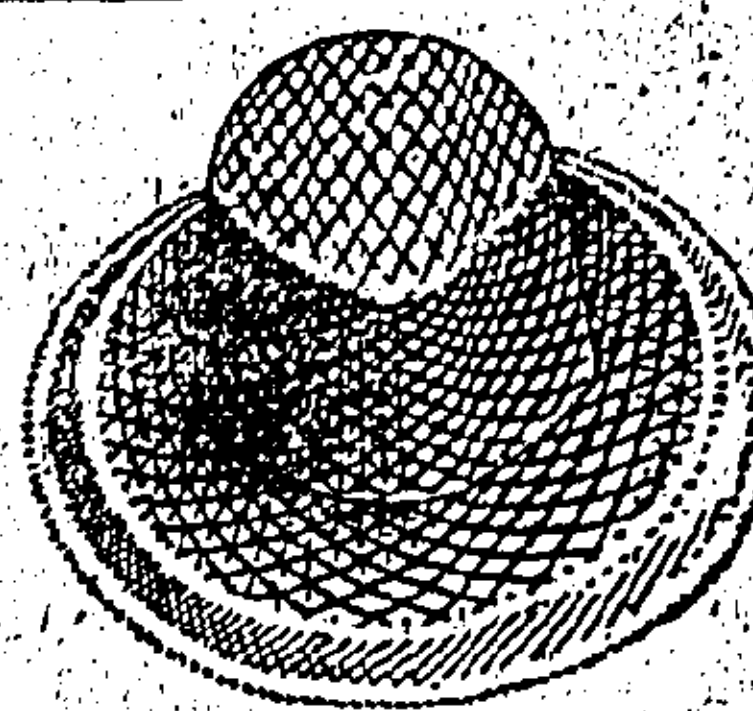
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and

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# SANITARY BOARD. THE MOSQUITO PEST.

A meeting of the Sanitary Board was held, yesterday afternoon, the Director of Public Works (the Hon. Mr. T. L. Perkins) presiding. There were also present: Mr. Chou Shou-sen, Mr. S. W. Tsu, Lt.-Col. Humphrey, Dr. W. V. M. Koch, Mr. C. G. Alabaster, Dr. F. M. Ozorio, the Medical Officer of Health (Dr. W. W. Pearse) and the Secretary (Mr. C. M. W. Reynolds).

## PUBLIC SALARIES: A COMPARISON.

Mr. C. G. ALABASTER asked:—Will the President state for comparison and for public information the respective rates of pay and pension of First Class Police Inspectors and of Senior First Class Sanitary Inspectors in 1910 and at the present time? At what age may they respectively claim their pensions?

The CHAIRMAN gave the following reply:—

First class Police Inspectors in 1910 were paid at the rate of £230 per annum. At the present time they are paid at the rate of £450 per annum. When they have completed 15 years of service and have attained the age of 35 years they may receive pension at the rate of twenty-sixtieths of their salary on retirement. For every additional year's service over and above 15 years one-sixtieth of the salary per year is added.

## MOSQUITO BREEDING PLACES.

Mr. ALABASTER asked:—What steps if any have been taken to notify the householders of the private premises where mosquito larvae and potential breeding places were found during the recent survey, by the Secretary of the Board, and in the other cases by letter or by legal notices. In regard to houses in which no mosquitoes were actually found, but which were potential breeding places, it was impossible to issue warnings, inasmuch as any collection of water, other than sea water, might become a potential breeding place of mosquitoes. The Board was issuing pamphlets in every urban district adjoining a rural one explaining the habits of mosquitoes in relation to malaria. In spite of previous efforts in this direction, there were found, during the survey, 34 places in the upper levels where mosquitoes were being allowed to breed, but he did not think any more could be done beyond distributing educational pamphlets.

Dr. KOCH asked if the pamphlets had been issued; also, in Kowloon, seeing that the survey stated that 90 per cent. of the breeding places were found there. He also asked as to the distribution of pamphlets in the Chinese language.

Dr. PEARSE said the pamphlets were issued two or three months ago; they had not been reissued, but they might be in the course of a month. As soon as a fresh supply in Chinese was available they would be distributed.

Mr. ALABASTER asked if police action was taken in the matter.

Dr. PEARSE: No; it is a breach of the by-law under the Public Health and Building Ordinance.

## THE MOSQUITO SURVEY.

The Report of the results of the Survey of breeding places and potential breeding places of mosquitoes in the Colony was taken as read, Dr. PEARSE remarking that it had been circulated to members.

Mr. ALABASTER: I suppose it will be supplied to the Press; we have read it, but the public should have the opportunity of doing so.

The Board authorised publication of the document.

## CASE OF ANTHRAX AT THE DAIRY FARM.

It was reported that a case of anthrax had occurred at the premises of the Dairy Farm Company, at Pokfulam.

The CHAIRMAN said there had been no fresh cases, and the M.O.H. added, in reply to Mr. ALABASTER, that there was no cause for alarm.

The remainder of the business was formal.

It seems impossible to propose anything so incredible that some people will not believe in it.—Mr. Justice Greer.

# PREVALENCE OF MOSQUITOES. REPORT OF THE RECENT SURVEY.

The following report was presented to the Sanitary Board, at its meeting, yesterday:—

## REPORT ON THE PREVALENCE OF MOSQUITOES IN THE RESIDENTIAL DISTRICTS OF THE COLONY.

### HEAD OF THE SANITARY DEPARTMENT.

SIR.—The factors which determine the prevalence of mosquitoes are (1) existence of pools and collections of water and (2) undergrowth. With regard to (1): these may be divided into domestic, i.e., under the control of occupiers of private property and rural, i.e., on Crown land.

As regards the former (domestic) it has been established that people pay scant attention to mosquito breeding on their premises. The recent inspection of the Peak and upper levels of Hongkong has resulted in the discovery of 28 breeding places of mosquitoes on private premises, while in Kowloon in the area South of Austin Road 90 per cent. of the premises visited yielded evidence of mosquitoes breeding thereon. This occurs in spite of frequent instructions to occupiers on the habits of mosquitoes. With regard to breeding places on Crown land, many potential breeding places have been discovered and a few actual such.

Potential breeding places cannot be scheduled with any pretence to completeness, as the large hillside area covered with dense brushwood will always offer from time to time chances for mosquitoes to lay their eggs in small collections of water held in slight hollows and by vegetation. Some can be indicated e.g., untrained nullahs, ground over which surface channels discharge on to the hill-sides, bamboo fences and swamps. Some actual breeding places have been found e.g., in two untrained nullahs at the Peak, one at West Point, one in Wong Nei Chung Valley and in marshy ground at King's Park, Kowloon.

Undergrowth.—Recent investigations in Netherlands India has established the fact that mosquitoes can travel much further than was formerly supposed if it be necessary for them to do so in search of blood. Artificially coloured mosquitoes were found to have travelled 7,000 metres from the pool in which they were hatched.

These insects must find shelter from the sun's rays in the day time, hence the importance of undergrowth as affording shelter to mosquitoes.

In Hongkong it is a routine measure the Government has cut undergrowth within a radius of 50 yards from dwellings, but it is desirable that this should be extended.

The recommendations arising out of this survey are that:—

- 1.—More nullahs should be trained.
- 2.—Certain swamps should be drained.
- 3.—Undergrowth should be cut further ahead than at present.
- 4.—Bamboo fences should be removed and forbidden in future.
- 5.—Live bamboo hedges and clumps should not be planted in future, and existing ones abolished.
- 6.—Surface channels should not be allowed to discharge over the hill-side, but be conducted to trained courses, or if this be impossible should discharge into soakage pits and galleries underground.

The mosquitoes found during this survey have in no instance been anopheles which in general may be classed as field and sylvan mosquitoes, while those mostly to be found in the immediate neighbourhood of domestic buildings are culicines.

The likelihood of anopheles mosquitoes reaching dwellings will be reduced by the further training of nullahs, drainage of swamps and the further cutting of undergrowth, but in spite of such work mosquitoes of the culicine type will continue to be a pest unless the occupiers of private houses will themselves take trouble to keep their premises free from breeding places.

Attached are schedules showing:—

- 1.—Actual breeding places found on Crown land.
- 2.—Potential breeding places on Crown land.
- 3.—Addresses of private premises on which mosquitoes have been found breeding.
- 4.—Places where it is desirable to clear undergrowth beyond the area at present cleared as a routine measure.
- 5.—List of nullahs which should be trained.
- 6.—List of bamboo fences which should be abolished.
- 7.—Swampy land which should be drained.

W. W. PEARSE, M.O.H.

With regard to Schedule 3, mentioned at the end of the report, "Addresses of private premises on which mosquitoes have been found breeding," it may be mentioned that the list contains the names of many well-known residents including one person of title, one "honourable" (i.e., a member of the Legislative Council), two doctors and some taipans. Hongkong University is also on the list, but perhaps, in their case, the noxious insects are permitted to exist in order that medical students may study their habits.

# LOCAL LABOUR TROUBLE. SETTLEMENT OF THE COAL COOLIES' WAGES DISPUTE.

For some days past a strike has been threatened by the coolies employed in coaling ships in the harbour. They have been demanding a substantial increase in the rates of pay and also certain concessions regarding free meals and hours for rest. Some coolies yesterday, we understand, refused to work, but this action was taken without the authority of the guild.

Yesterday afternoon there was a conference at the office of Messrs. Lo & Lo, solicitors, between representatives of the coolies' guild and the employers. The Hon. Mr. S. B. C. ROSS, Secretary for Chinese Affairs, was also present, and after a long discussion a settlement was reached on all the various details of the dispute.

The rate of pay for casual labour is to be increased from 13 cents to 26 cents per hour. The demand was for 30 cents an hour. The pay of what are known as the Yamati coolies, who are engaged on monthly terms, is to be increased from \$15 a month to \$19. The demand was for an increase of \$43.

The employers wanted the casual coolies to work in the daytime until 5 p.m. instead of 4 p.m. as at present, but, after discussion, a compromise was reached under which winchmen and others whose work makes no excessive strain on their physical energy will work until 5, while the others whose physical labour is continuous will finish at 4 o'clock as now.

Other details provide for an increased allowance for coals and times for rest. One item in the settlement is that in regard to an early meal for which the practice of the employers to make an advance of ten cents per coolie, to be deducted from the wages. In future only 5 cents will be deducted. In other words, the employers make a contribution of at least five cents towards the meal though the amount advanced be ten cents or more.

The new conditions come into force from July 1st. The general effect of them would appear to be that the cost of coaling ships in the harbour will be increased by about 40 or 50 per cent.

## DISPOSAL OF A "MUI-TSAI."

The little mui tsai, who was caught stealing a coat by a Chinese lady who had wrapped a hand bell in the coat and had hidden herself in a clothes basket, was brought before Mr. R. E. Lindsell again, at the Magistracy, yesterday.

On the ground that the child looked neglected, the Magistrate had sent her to the office of the Secretary for Chinese Affairs, and there the child expressed a desire to go back to her home in the country. In Court, however, she said she would like to go back to her master and mistress.

The Magistrate: You said before that you wanted to go back to the country. The girl: I said "Anywhere will do." The Magistrate: I will discharge you and I think you had better go to the Po Leung Kuk.

Inspector Appleton: I thought she would be sent there yesterday. The Magistrate: So did I. That was why I remanded her. (To the girl): You are too young to be punished for theft. You must learn to do better. The Po Leung Kuk will decide how best to deal with you.

## AFFAIRS IN CANTON.

### "TURNING THINGS TOPSY-TURVY."

A correspondent writes:—Matters in Canton are coming to a head. It may not be generally known that Chen Chung Ming is the brother of Ma Yuk Hong, whose appointment to the Treasury has been made with a definite object in view. Sun For, the son of Dr. Sun Yat Sen, and Mayor of the City, has just had to sacrifice several of his most ardent supporters amongst whom we may name Tchoi Tsang Ki and Cheng Tin Koo. In spite of his recent proclamation that he would make an example of those who should dare to disobey his orders, he has had to rescind all the measures introduced by him and promulgated in face of popular opposition.

Chan Tak Sio, the head of the Educational Department, had been forced to resign his office while the retirement of Cheng Tin Tso—a more serious matter—has caused an influx of the notes that were so actively being pushed into circulation. The new loan of \$300,000 raised on the security of the wine and tobacco revenues, can scarcely suffice to cover a portion of outstanding military expenses. Tan Yee, the Salt Commissioner, has sufficient debts to meet without distracting funds towards the expenditure of the Presidential Staff. The railways, owing to the demands of the employees, are unable to produce any surplus while the Government mint's output is daily absorbed in the redemption of the paper currency flowing into Government coffers. Two new measures are being contemplated: The issuing of Municipal Bonds and a change of Revenue Stamps, but both appear obnoxious to the public. A small handful of Returned Students are turning things topsy-turvy. They out-Herod Herod. Their policy may be summed up in the one word "Suicidal."

# PAID TO GO TO PRISON. OPIUM-DIVAN RAIDED.

A grocer carrying on business at No. 367, Queen's Road West, was charged before Mr. G. N. Orme yesterday with being the keeper of an opium divan, and having in his possession a quantity of non-Government opium and opium dross. Four other men were charged with smoking opium on the premises.

The first defendant denied that he was the keeper of the divan or that the opium belonged to him. He said that he sublet the back portion of the premises to the second defendant, and did not know what he did there.

The second defendant admitted that he was the tenant of the premises at the back of the shop, and claimed the opium, but asserted that it was Government opium. He brought it from a Chinese medicine shop.

The other men admitted smoking opium.

Acting Chief Preventive Officer Watt, who made the seizure, said that he was not prepared to accept the first and second defendants' pleas, as he hoped to prove to the Magistrate that first defendant was the real culprit and second defendant was his catapaw. When he raided the premises at 7.30 on Monday night, said the witness, the first defendant was in the front part of the shop, and the second defendant was standing at the entrance to the inner room. In the inner room he found the other three men lying on a bed smoking opium.

After arresting these men, he searched the shop, and in a drawer in the counter he found some opium dross done up in paper packets. On a safe behind the counter, the witness found a pot of prepared opium, which was subsequently thrown away by the first defendant's wife while witness was searching another part of the shop. In the safe was a pair of scales used for weighing opium.

In the presence of first defendant, when questioned by witness, the last three defendants said that they each paid 10 cents to first defendant for opium to smoke.

The first defendant denied this, and said that the opium was put in his shop by second defendant without his knowledge.

The Magistrate: If you did not know the opium was in your shop, surely, you cannot say that it was put there by second defendant.

Explaining the presence of the scales in his safe, the first defendant said that he used them in his business. The Magistrate said that, excepting for his own admission, there was nothing to prove that the opium belonged to the defendant. On the other hand, the evidence was clearly against first defendant.

Inspector Watt said that second defendant had "done time" before for the same thing, and it appeared that first defendant was paying him to go to prison again.

The Magistrate convicted the first defendant and fined him \$50. All the others were fined \$2 each.

## A PRIEST CHARGED WITH THEFT.

### FANS FROM MING YUEN GARDENS.

The Chinese who was remanded, on Monday, by Mr. G. N. Orme, on a charge of unlawful possession of two electric table fans, was again before the Court, yesterday.

Inspector Blackman said that the fans had been identified as the property of the Ming Yuen Gardens. He asked leave to amend the charge to one of receiving stolen property, as the defendant had pointed out to the police a *foki* of the Garden as the man who had given him the fans.

The charge was amended and the *foki* was charged with the theft of the fans.

In reply to the charge of receiving stolen property, the first defendant, who said that he was a priest and paper figure manufacturer, denied that he knew that the fans were stolen. He received them from the second defendant in food faith.

As the first defendant could not produce any witness to support his story, the Magistrate decided that he could not convict the second defendant on such slender evidence, and discharged him. The first defendant was convicted and sentenced to six weeks' imprisonment with hard labour.

## A DRIVER'S "PANIC."

### MOTOR-CAR PROSECUTIONS.

The Chinese driver of motor-car 275 was fined \$20 by Mr. R. E. Lindsell, at the Magistracy, yesterday, for driving recklessly—at 20 or 25 miles an hour—by the City Hall, on May 28th, at a time when Queen's Road was full of people going to a concert.

The driver of car 220 was summoned for reckless driving, past Government House.

Inspector Garrod said the speed of the car in this case was not excessive, but the defendant stopped suddenly without giving any signal. The police motorcycle unit was just behind, and a car behind that, and a "three-deep" collision was narrowly avoided.

The defendant said he was sorry; he made a mistake.

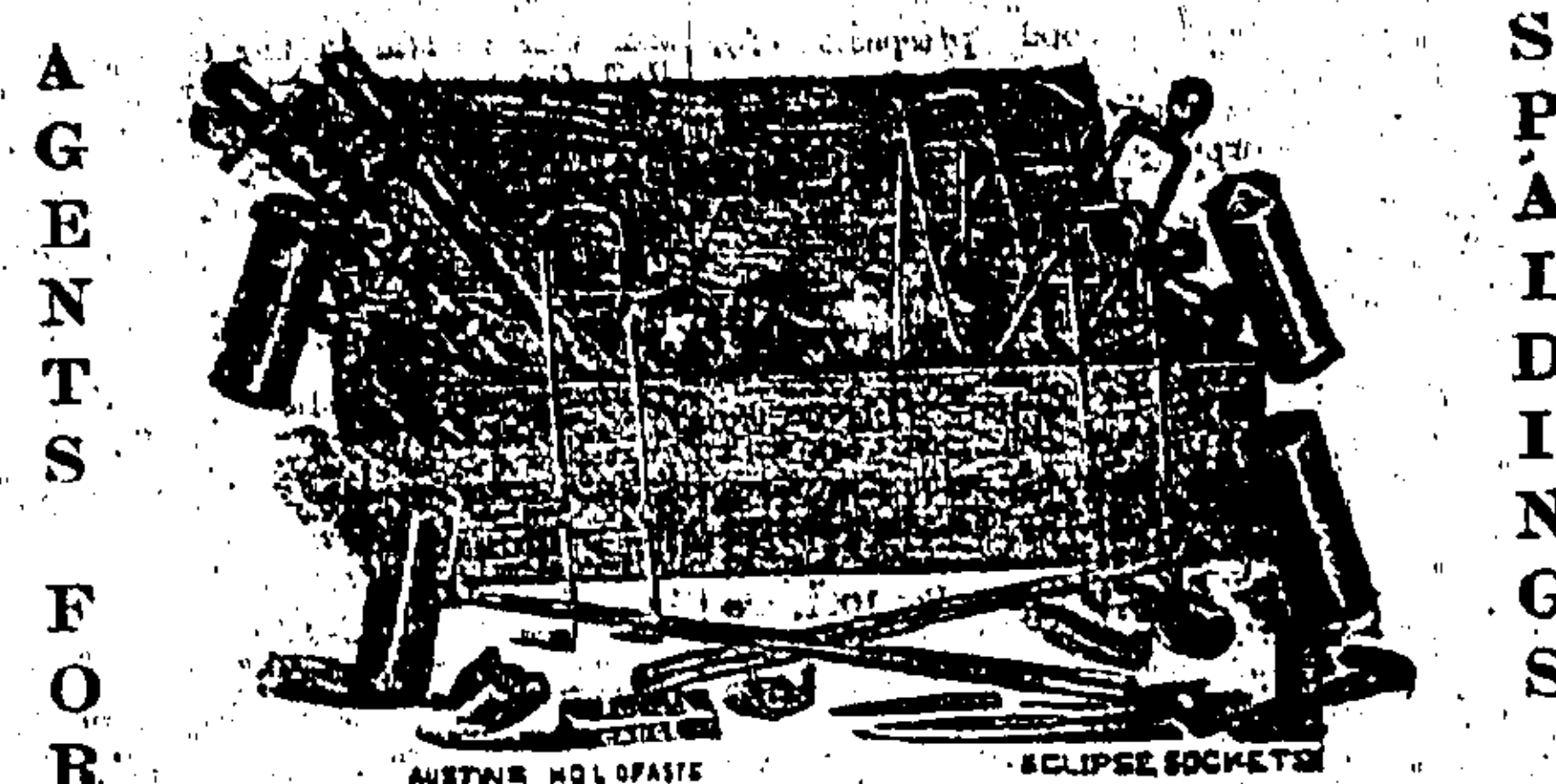
The Magistrate: It may have been panic through knowledge that the police were on his heels.

The defendant was cautioned.

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# PUEBLO DISASTER: MORGUES AND HOSPITALS FULL SILESIAN ULTIMATUM: GERMAN GENERAL'S APPEAL MINERS' STRIKE: PROSPECTS OF SETTLEMENT.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

## "THE GREAT GOD PRIVY COUNCIL."

MR. JUSTICE SCRUTTON'S STORY.

LONDON, June 7th.—Professor J. Strahan, delivering the Rhodes lecture at University College, Gower-street, on "Federation and Confederation in the British Empire," said that as the British Constitution had become the model for all the free peoples, so Great Britain's mode of dealing with colonies and dependencies might become the model for all countries in dealing with one another.

Mr. Justice Scrutton, who presided, with the Judicial Committee of the Privy Council, He said that "an obscure door in a sunny street, off Whitehall, led to a not very clean-looking room, where four to five elderly old gentlemen sat round a horse-shoe table listening to counsel, but the pageant passing in that room was most amazing. Besides the Dominions' representatives, India, Mauritius, Trinidad and every colony brought the oddest questions for decision by a perfectly impartial and trusted tribunal. Hence the Privy Council was known in the most obscure parts of the Empire, although people don't know what it is." He related a story of a traveller in remote India asking worshippers at a certain altar what they were worshipping. "We don't know," he was told, "but it is the great god Privy Council."

## ENGINEERING CRISIS.

REDUCTION IN WAGES NOTICES.

LONDON, June 7th.

The engineering employers, to-day, issued notices of the proposed reduction in wages (10s. in the case of time-workers and 15 per cent. in the case of piece-workers, besides the stoppage of war bonus). A million and a half workers are affected. Efforts to secure a settlement continue.

Mr. Macnamara conferred with the employers yesterday, and is conferring with representatives of the men, to-day, privately.

## COAL CONFERENCE.

QUESTION OF AUDIT SYSTEM.

LONDON, June 7th.

Few particulars are available regarding yesterday's coal negotiations, but it is understood that not a single word was said about the National Pool. Nevertheless, smooth progress was made, and the outlook in favour of a settlement has greatly improved.

One point, on which agreement was reached, was that items which can be treated as costs of production shall mutually be agreed to by the National Board on agreed principles. This would meet the miners' strong objection that the pre-war system of audits was unfair, because labour was charged up with items properly relating to capital expenditure.

## EARLIER CABLES.

COAL OWNERS' OLIVE BRANCH.

LONDON, June 6th.

Mr. Williams, the coal-owners' president, stated at the conference, which has adjourned till tomorrow, that he now realised that a subsistence wage for the lowest-paid workers should be guaranteed, and that he was prepared to suggest a flat-rate reduction of 3s. per ton, extending over six months, in order to bring wages.

LATEST CABLES.

## ROYAL AIR FORCE MEMORIAL.

OVERSEAS CONTRIBUTIONS TO FUND.

LONDON, June 7th.

The Secretary of the Royal Air Force Memorial Fund reports that, although like most organisations it is suffering from the present slump, the overseas Dominions are helping to maintain contributions.

The Nawab of Tonk (Rajputana) has subscribed the equivalent of £200, and other princes and nobles in India have sent varying amounts.

The residents of Shanghai, through Lady Des Vaux, Overseas Club, have contributed £25; Nairobi and Kisumu in East Africa have sent the proceeds of a gymkhana dance amounting to £207; the Governor, the residents and the Garrison in Hongkong, £273; and Sir Lee Stack has forwarded £20 from the officers and civilians of Khartoum.

## IMMIGRATION ENIGMA.

BOSTON AUTHORITIES PUZZLED.

BOSTON, June 7th.

The immigration officials are confronted with a serious problem by the arrival of a thousand Italians on board the liner *Canopic*, who are clamouring for permission to land. The new immigration restriction was applicable last week, and permits only 300 to land at any port within a month.

The Commissioner said he would select elderly men and women and children. The remainder would be quartered at the expense of the steamship company and returned to Italy by the *Canopic* on June 17th.

## THE PUEBLO FLOOD.

MORGUES FULL; HOSPITALS OVERFLOWING.

PUEBLO, June 7th.

The flood has been the most disastrous in the history of the West. At present it is impossible accurately to estimate the loss of life and damage.

The morgues are filled, and the hospitals are overflowing with patients. Thousands are homeless and are suffering from exposure. Every effort is being made to relieve suffering, but it will be weeks before normality is even approached.

## PRESIDENT HARDING'S APPEAL.

WASHINGTON, June 7th.

President Harding has appealed to the people of the United States to assist the sufferers in Pueblo by contributing funds to the Red Cross Society.

## EARLIER CABLES.

SCENES OF DESOLATION.

PUEBLO, June 6th.

Officials are of the opinion that the fatalities through the flood, following a cloud-burst, did not exceed 250.

The waters are now, apparently, receding. The authorities fear a pestilence. Already, 500 persons are in hospital, suffering from diphtheria, pneumonia and chicken-pox. Several have become insane.

Numerous spectacular rescues are mentioned. In one case, soldiers found a woman who stood for hours in water up to her armpits holding a baby overhead. The floods, also, greatly damaged several neighbouring towns. There are scenes of desolation all along the railway from Colorado Springs to Pueblo.

## ANOTHER RIVER BURSTS ITS BOUNDS.

DENVER, June 6th.

The river Platte has overflowed its banks, and a number of streets have been submerged.

LATEST CABLES.

## GERMAN PROTEST.

GENERAL HOEFER'S APPEAL.

BERLIN, June 7th.

The Inter-Allied Commission's ultimatum to General Hoefler orders German troops to withdraw to the line Leschnitz-Dollus, both of which places will be put at the disposal of General Hoefler.

The latter has replied that, out of consideration for the German population, he is unable and unwilling to recall the Self-Defence bands from places which they are protecting. General Hoefler appeals to the soldierly feelings of the Commissioners not to execute the threat of withdrawal from industrial towns, which would be a direct encouragement to a Polish insurrection and make it impossible for General Hoefler, further, to restrain the Self-Defence German bands.

PRAGUE, June 2nd.

In an article entirely devoted to Anglo-French relations, the *Prager Presse*, expresses the opinion that close harmony between France and England is a matter of the greatest moment for the whole world, for it is the only firm and reliable basis for lasting peace.—Hansa.

EARLIER CABLES.

## AGAINST ULTIMATUM TO GENERAL HOEFER.

LONDON, June 6th.

The German Ambassador, Herr von Schamer, has presented a Note to the Foreign Office protesting against the Inter-Allied Commission's ultimatum to the German General Hoefler, and contending that compliance with the ultimatum would mean that the evacuated regions would be exposed to the Polish terror. Moreover, the measures threatened by the Commission would make a wide-spread civil war inevitable.

## LEAGUE OF NATIONS ANNIVERSARY.

CELEBRATION IN LONDON.

LONDON, June 6th.

The anniversary of the formation of the League of Nations will be celebrated on June 25th by processions of the London branches to Hyde Park with decorated cars and representatives of the different nations in their national dress.

The original idea of a pilgrimage to London from the provinces has been abandoned, owing to the industrial crisis. Local areas hold their own demonstrations.

In addition to the above processions there will be a procession of ex-Servicemen, Trade Unionists, and brotherhoods and sisterhoods of religious bodies at Canterbury.

Lord Robert Cecil will receive the distinguished guests—including Ambassadors and Ministers of 4 countries, members of the League, British Cabinet Ministers and members of Parliament, Colonial Ministers, Agents-General, and dignitaries of the churches—in a reception tent at the entrance to the Park. There will be twelve platforms, including an international one, where addresses will be given in twelve languages.

## AUSTRALIANS BEAT MIDDLESEX.

RESULT OF DEADLY BOWLING.

LONDON, June 6th.

The weather was bright and breezy, and a crowd of 12,000 spectators was present when the Australians met Middlesex. On a good wicket, the Australians made 171 runs, Ryder contributing 34.

Lee took 6 wickets for 53 runs. Middlesex made 90, Hearn scoring 46 (including 8 fours) and Kidd 11. There were the only double-figure scores. McDonald took 5 wickets for 25 runs, and Armstrong 3 for 18.

The Australians made 3 for the loss of 2 wickets, in the second innings, and thus won the match by 8 wickets.

## COUNTY CRICKET.

Northants beat Worcester by an innings and 8 runs. Kent beat Yorkshire by 9 wickets.

LATEST CABLES.

## PORTER PEACE RESOLUTIONS.

REPORT OF REPRESENTATIVES' COMMITTEE.

WASHINGTON, June 7th.

The House of Representatives has received the report of the Foreign Affairs Committee recommending the adoption of the Porter resolution, dated on June 5th, which, with the other Porter resolution, terminated the state of war with Germany, are submitted as substitutes for the Borah and the Knox resolutions. This means that all the four resolutions will be thrown into the conference committee composed of members of both the houses, where they will remain until one or the other is so modified as to suit both the houses.

## BOXING.

"BENNY" LEONARD'S VICTORY.

NEW YORK, June 7th.

In a twelve-round contest "Benny" Leonard successfully defended the lightweight title, defeating "Rocky" Kansas on points.

## DUBLIN DEATH SENTENCES.

LONDON, June 7th.

The three death sentences on the charge of murder, promulgated on May 31st, were carried out in Dublin this morning.

## NEW IRISH PARLIAMENT.

VICEROY ATTENDS OPENING CEREMONY.

LONDON, June 7th.

The Viceroy attended the opening of the Northern Parliament, at Belfast, to-day.

EARLIER CABLES.

## THEIR MAJESTIES TO PERFORM OPENING CEREMONY.

LONDON, June 6th.

It was announced in Belfast to-day that their Majesties had provisionally accepted Sir James Craig's invitation to open the Northern Parliament on June 22nd, and will cross for Belfast on the royal yacht, attended by a naval squadron. Mr. Lloyd George may accompany their Majesties.

## COTTON STRIKE.

OPERATIVES WILLING TO CONFERENCE.

LONDON, June 6th.

The Lancashire operatives accepted the offer of the Minister of Labour to a conference, but the employers have deferred decision, owing to the short notice.

## GOLF CHAMPIONSHIP.

BRITISH VICTORY IN SINGLES.

LONDON, June 6th.

At Gleneagles, in the Singles, Great Britain beat America by 6 to 3 matches.

## THE GERMAN BUDGET.

Mail news from Germany gives the preliminary figures of the Budget for the current year, the ordinary revenue and expenditure balancing at 49,945 million marks, and the extraordinary revenue and expenditure balancing at 47,687 million marks. Compared with the figures of last year, the ordinary Budget shows an increase of 3,455 million marks, but there is a reduction of over forty million marks in the total of the extraordinary Budget. Taxation is expected to bring a large revenue into the coffers of the Berlin Government, the total increase budgeted for being 1,953 million marks. The turnover tax is expected to bring in 5,400 million marks more, and traffic taxes 478 million marks more, and a decline of 1,300 million marks in the capital levy and of seventy-five million marks in the property tax. The same influences are at work in the German finances as in British finances, namely, the disappearance of those exceptional items of expenditure which arose through the war. The food subsidy is to be reduced by 3,000 million marks, the postal services deficit by 9,000 million marks, and demobilisation expenses by 4,000 million marks. Notwithstanding these and other items which show reduction, there is an uncovered balance of 23,111 million marks for which provision will need to be made, doubtless by recourse to the usual financial expedient of borrowing by public issue.

## THE LATE MR. W. McLEISH.

LONDON, June 7th.

Mr. William McLeish, of Tientsin, left 25,754.

## FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

## ANGLO-JAPANESE ALLIANCE AND CANADA.

QUEBEC, June 7th.

Mr. Arthur Meighen has sailed for England to attend the Imperial Conference.

It is stated that he is prepared to propose that the only subjects on the agenda capable of being definitely debated at present are the preparation for a special constitutional conference for a general review of the Empire's foreign problems, particularly, as they affect the Dominions; the advisability of renewing the Anglo-Japanese Alliance; and the preliminary consideration of some working method of arriving at common understanding regarding external affairs concerning all parts of the Empire—as a preliminary to the proposed constitutional conference.

It is reliably understood that Mr. Meighen will only support the renewal of the Anglo-Japanese Treaty on condition that it is satisfactory to the United States. It is believed that he is prepared to be convinced that the Alliance would best serve British interests.

The majority of the members of the Canadian House of Commons endorse this view, with the stipulation that the treaty should not be antagonistic to the United States or imply a stronger Anglo-American friendship.

Mr. Meighen is, particularly, anxious to postpone the discussion of military and naval defence for the constitutional conference, and considers that Canada's financial position prohibits her from embarking on a substantial naval programme at present.

## TO FIGHT DISEASE IN TROPICAL COLONIES.

LONDON, June 6th.

Reuter understands that an Anglo-American conference on tropical diseases is to be held shortly at the Colonial Office, Major Wood, Parliamentary Under-Secretary of State, presiding.

The American representatives are Mr. George Vincent (President of the Rockefeller Foundation), Mr. Wickliffe Rose (General Director of the International Health Board), and Dr. Victor H. Iser (Director for the East). The British delegates comprise some of the foremost authorities on tropical disease, including Sir John Bradford, Sir Walter Fletcher, Major-General Sir William Leishman, and Lieut.-Col. H. V. Bagshawe (Director of Tropical Diseases Bureau).

The Colonial Office has been closely co-operating with the Rockefeller Foundation, which recently approached the British Government in regard to experimental work in West Africa, in connection with yellow fever. The Colonial Office has given every facility. An attempt is now to be made to operate on a wider basis in regard to fighting disease in the tropical colonies.

## SYNTHETIC INDIGO FOR CHINESE MARKET.

LONDON, June 6th.

In the House of Commons, questioned regarding the refusal of the British Dyestuffs Corporation to supply a British export firm with synthetic indigo, on the ground that the Corporation has its own selling arrangements in the Far East, Major Lloyd George pointed out that it was open to merchants supplying the Chinese markets to obtain supplies for China through the Far Eastern agents of the Corporation.

## CROWN PRINCE OF JAPAN.

PARIS, June 2nd. (delayed).

The Crown Prince of Japan had luncheon at the Elysee Palace with the President, to whom he handed the insignia of the Order of the Chrysanthemum, the other guests being the French Premier and members of the Government, and Marshals Joffre, Foch, Petain and Fayolle. The Crown Prince, later, made a round of visits to the President, both Houses of Parliament, and to the Allied Ambassadors.—Hansa.

## THE LATE MR. W. McLEISH.

LONDON, June 7th.

Mr. William McLeish, of Tientsin, left 25,754.

[BY COURTESY OF THE "CHINA MAIL"]

## SENSATIONAL OLYMPIAD INCIDENT AT SHANGHAI.

SHOTS FIRED INTO CROWD.

SHANGHAI, June 6th.

In spite of the rain there was a large attendance on the last day of the Olympiad. The Philippines won the championship. During the proceedings a number of Chinese distributed anarchistic literature. This culminated in one man firing seven shots into the crowd without hurting anyone. Eight men were arrested, including representatives of Shanghai, Ningpo, Canton, Yunnan and Szechuan. This reveals the widespread character of the Bolshevik agitation in China.

## MR. BALFOUR ON RESEARCH. IMAGINATION FOR INDUSTRY.

The inaugural meeting of the Institute of Physics was held on April 23rd in the hall of the Institution of Civil Engineers. Sir Richard Glazebrook presided.

Mr. Balfour said industrial research was one of the things which most deeply concerned the public, and he confessed that when he saw great industrial disputes going on about the distribution of the results of industry he could not help thinking, "Why do not you devote half the energy and half the amount of money involved to increasing the power of man over nature, which would increase the share and increase the total result to be divided among the members of the community, instead of devoting your energies to saying how the relatively petty amount we produce is to be divided among the producers?" (Cheers.)

He did not believe that the mere expenditure of money, the mere growth of laboratories, or the mere multiplicity of students was going to produce a larger crop of men of genius, but a large amount of work which did not of itself bring to maturity some great discovery was required. That work could bring admirable fruits to knowledge and industry, but it required organization, and also money. Sir Joseph Thomson had referred to the Advisory Committee on Scientific and Industrial Research and to what it was doing in giving opportunities to men of promise to carry on original work in physical research. He believed it was worthy of all the praise that could be bestowed on it, but, and it was a great grief to him, the impoverishment and poverty from which the nation, and every individual in the nation, now suffered, had compelled a very reluctant Treasury to cut down the sum at their disposal. He believed that no money was better spent than that devoted to scientific research; no money gave a greater spiritual return; no money was going to give a greater pecuniary return; and, therefore, it was with great regret that they had, like every other department of the State, to diminish their activities so as to make them in some proportion to the means of the unhappy taxpayer.

## A SUGGESTION TO MAGNETISM.

He happened to be the Chancellor of both the University of Cambridge and the University of Edinburgh, and both were groaning under the disability which arose from the fact that they had done so much in the past and must do so much in the future in connection with science, and not least physics. It was impossible to carry on the work of physics as it should be carried on without more assistance than an impoverished State could easily give or than wealthy men in the community were prepared to contribute. He was often surprised that the imagination of our great magnates was not stimulated by the idea that they could really add to the wealth of the whole world by encouraging industrial research. There was nothing selfish about it, and nothing narrow about the results of an increase in physical knowledge. What was discovered at Cambridge was equally of use in Paris, Chicago, Japan, and at the ends of the earth. It was a gift to mankind.

When he reflected, as he thought political economists were rather slow to reflect, on the prodigious changes which discovery had made on the lot of mankind he was surprised that more was not done by men who did not lack either the spirit of liberality or the means of exercising it. He could not help thinking it was in part due to an imperfect appreciation of the real facts of the case and to the fatal desire to see an immediate result. Sometimes an immediate result was obtained, sometimes the discovery lurked undeveloped from the industrial point of view for a generation, but it mattered not which—the life of the nation and the life of the community of nations was long, and anything which added to our knowledge of the physical universe either in our lifetime or that of our remote descendants added something material to the happiness of mankind. The hope he had for the world was that by the growth of science, invention would give comfort and leisure where at present discomfort and labour were the only means of producing an article, and that our people would learn how to use their leisure. That was the idea of progress which he thought held out most hope for the future, and that was based on the work of men who were engaged, as they were engaged, upon probing to the bottom the secrets of Nature. If, as he firmly believed, the institute they were inaugurating was going to assist in that great and worthy work they might regard that as a red-letter day in the history of British science.

## MINER'S MAYFAIR AUDIENCE. STRIKE POINTS IN BARONET'S DRAWING-ROOM.

A London telegram to an Indian contemporary dated May 14th, says:—The changed social outlook since the war has scarcely been better exemplified than at the crowded reception given by Lady Markham at her luxurious Mayfair home to meet and hear a working miner put his own side of the miners' case. He told the company that the beautiful drawing-room aroused his jealousy. He was interested to see how the late husband of Lady Markham, who was a colliery owner, had spent his great profits.

Afterwards the speaker was subjected to a two hours' lively heckling from the fashionable guests. The miner was forced to confess that hundreds of workers at the Forest of Dean were living in comfort in beautiful cottages with large gardens. The miners were now selling hundred guinea pianos for a ten pound note. There was a glut of pianos in South Wales.



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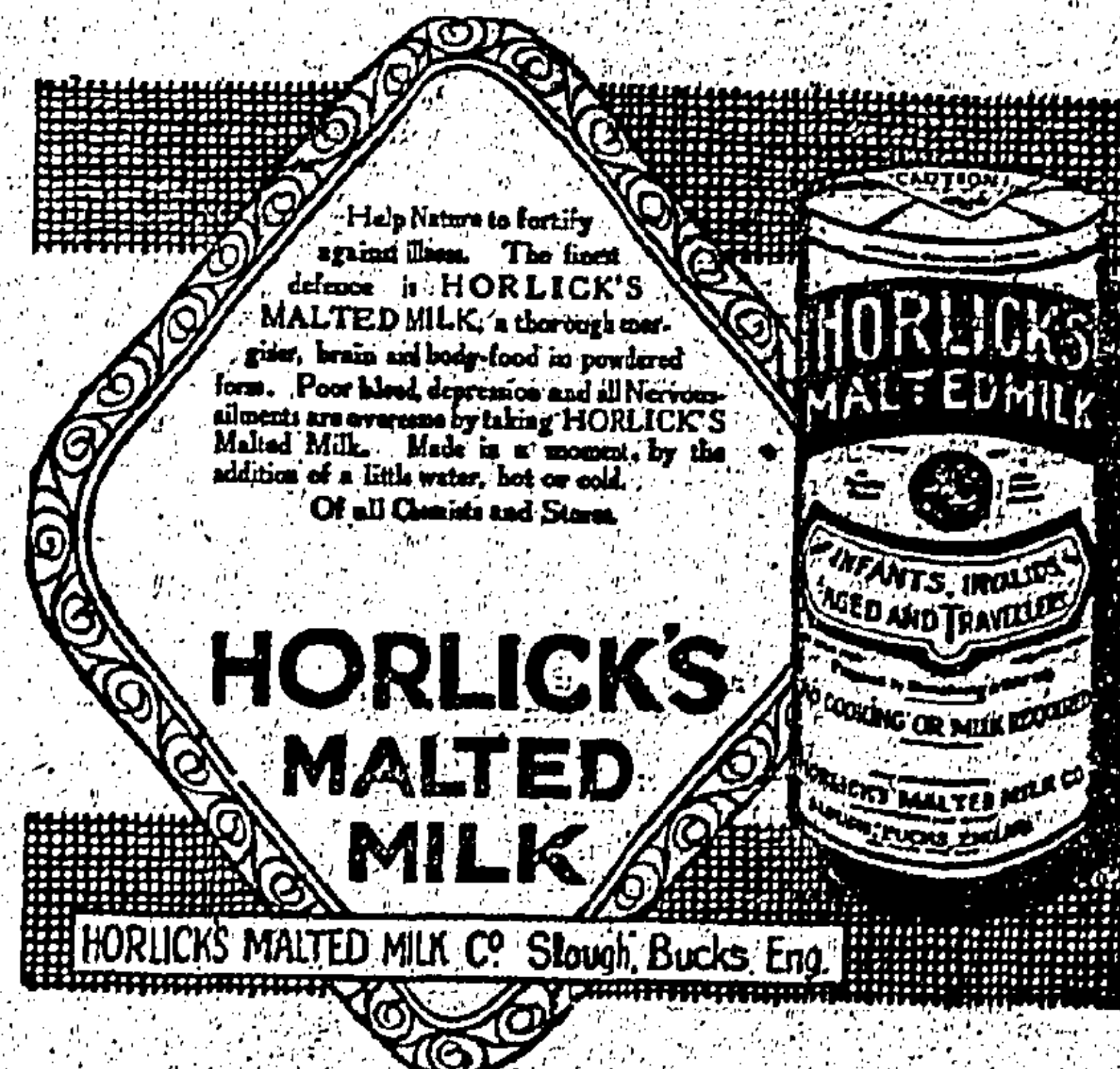
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THE ARCHDEACON'S APPEAL.  
COMMENTS OF THE "TIMES."

It is long since a law case which was  
not a murder trial has excited such  
general interest as that of Archdeacon  
Wakeford, whose appeal against a con-  
viction by the Consistory Court of Min-  
coln for immoral conduct was dismissed  
by the Judicial Committee of the Privy  
Council, says the *Times*. The Inquiry of  
the Board composed of the Lord Chan-  
cellor and Lords Buckmaster, Dunedin,  
and Shaw, with the Bishops of London,  
Gloucester, Rochester, and Ely as Eccle-  
siastical Assessors, must have been a  
difficult and anxious task. The reputa-  
tion and, indeed, the livelihood of a  
cleric who held an office of dignity in the  
Church of England were at stake, and  
their Lordships had to determine whe-  
ther the evidence justified his depriva-  
tion of religious functions and his  
ostracism from decent society. The truth  
or the falsity of the accusation, from the  
very nature of the offence and the cir-  
cumstances in which it was alleged to  
have been committed, might have seemed  
at first sight easy to establish. But as  
the hearing of the appeal proceeded an  
extraordinary conflict of evidence was  
brought to the light. Thus it came about  
that the public became speculative upon  
the unravelling of the tangled skein  
which a great number of opposing wit-  
nesses had woven. A man, known in  
many parts of the country as a preacher  
of power and eloquence, and as an  
arduous and capable worker, in the  
Church was placed by the proceedings in  
jeopardy of all but his life. Therefore,  
the result of his appeal was awaited  
with unusual excitement and curiosity.  
The indictment—using the word in an  
untechnical sense—accused the appellant  
of misconduct with an unknown woman  
on two occasions at the Bull Hotel,  
Peterborough. In view of the conse-  
quences of a conviction the Lord Chan-  
cellors rightly said that the investiga-  
tions should be conducted with all the  
strictness of a criminal prosecution. On  
that account many will approach a con-  
sideration of the evidence with the  
question in their minds whether a jury  
would have been entitled to find a ver-  
dict of "Guilty" on such testimony in a  
capital charge.

The evidence for the prosecution is  
well described in the judgment as a  
"mosaic of statements made by a great  
number of persons, each of whom can  
only speak of particular moments and  
of particular instances." The defence  
was that of conspiracy and mistake. The  
Archdeacon apparently had incurred the  
enmity of two clergymen, one of them  
his brother-in-law, and his case was  
largely that they had resolved to hound  
him out of the Church. To support that  
theory it was necessary to show not  
only that the manager of the hotel and  
his wife and the servants were implic-  
ated, but that many other witnesses  
also who could not have been interested  
one way or another, had been suborned.  
The Board found that there was no evi-  
dence of corruption to maintain the  
defence of conspiracy. Again, nothing  
short of very skilful forgery could  
account in the view of their Lordships  
for the entry in the visitors' book at  
the Bull Hotel on the occasion of the  
Archdeacon's second visit in April. The  
appellant himself said that the words  
"and wife" resembled his handwriting  
"very closely."

So much for the prosecution. What led  
the public to suspension of judgment and  
to surmise upon the result of the appeal  
was the number of witnesses who ap-  
peared in favour of the appellant. It  
was said by a waitress in the hotel that  
the Archdeacon asked the woman who  
was with him to take her left hand off  
the dining-table because she was not  
wearing a wedding ring, yet a witness  
swore that words to that effect were ad-  
dressed by him jocularly to his wife.  
Many other witnesses were called to  
corroborate the defence to a charge of  
delinquency, which, in the words used  
in the judgment, was "lacking alike in  
cunning and in contrivance." There  
was a heavy improbability to be de-  
stroyed, because, as Sir Edward Carson  
said for his client, it was almost neces-  
sary to believe in the charge to contem-  
plate madness in a man who when he  
was bent upon immorality, went in his  
clerical garments, in the broad light of  
day with a woman to a large and crowd-  
ed hotel in a cathedral town. Add to  
that the fact that eight witnesses, most  
of them farmers or horsebreeders who  
were staying at the Bull Hotel in March  
1920, during a horse fair, all swore that  
they saw the Archdeacon alone in the  
public dining-room, and alone in the  
public breakfast-room, at the very times  
when the witnesses on the other side  
said that he was accompanied by a  
woman. Although it was conceded that  
the memory of some witnesses might  
have undergone a process of necrosis,  
the Board came to the conclusion that  
there could have been no motive behind  
the bulk of the evidence for the prose-  
cution, which could, even unconsciously,  
"deflect the desire to deal honestly with  
the Court." The appeal must have been  
a matter of as much solicitude to the  
Judicial Committee of the Privy Council  
as of doubt to the public, who, like the  
Lord Chancellor, were persuaded that  
the hearing needed that scrupulous  
caution which is expected in a trial on  
the gravest criminal charge.

## PERILOUS X-RAYS.

Hitherto unsuspected dangers of X-  
rays were told to members of the  
Academy of Science, Paris, on April 19th.  
Professor Lippmann, who gave the  
lecture, proved that there is considerable  
danger to people living above or parallel  
to radiographic institutes. Specially  
constructed shelters do not allay the  
danger, because the rays can penetrate  
walls and ceiling to a depth of about six-  
teen inches and cause grave injuries.  
Experiments have been made with  
lead screens, and the professor says  
that it is most important that all walls  
and ceilings in radiographic institutes  
should be so protected.

## THE FAMOUS

RUSSIAN LIGHT OPERA &  
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AT THE

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Commencing Thursday, June 9th, 1921.

at 9.15 p.m.

## THE OPENING NIGHT.

Thursday, June 9th.

The Popular Operette by the Celebrated Composer **Lehar**

## "The Merry Widow"

As "Montenegrin Dance"—"Kolo-Dance"—"Electric Swings over the  
audience."

Friday, June 10th.

The Famous Operette from Indian Life by the Russian Composer.

## Valentinoff

## "The Vestal of the Fire-God"

"Oriental Ballet"—"The Torch-Dance"—Beautiful Costumes, nice Singing.

Saturday, June 11th.

The Famous Operette by **Lehar** which had great success  
in England and America

## "The Count of Luxemburg"

Prices \$4, \$2 & \$1.

Advance Booking Plan at Messrs. S. Moutrie & Co.

Libretto in English for each Operette can be had with tickets or on the night of the performance.

Management: DAROFF & SHTEEN.

Note:—The remainder of the repertoire will follow.

Tickets Booked for the 1st, 2nd, 3rd, 4th, 6th, & 7th of June will be available for performances  
on the 9th, 10th, 11th, 13th, 14th, & 15th of June, respectively.

(986)

## Hotels in Japan &amp; Manchuria

## MEMBERS OF JAPAN HOTEL ASSOCIATION.

Average Rates for Single Rooms (without Bath) including meals  
Y10—12 in cities and some popular resorts.  
Y8—10 in country districts.

## IN JAPAN, PROPER

Chuzenji (Nikko) —	Kyoto —	Nagasaki —	Shimonoseki —
Lakeview Hotel	Kyoto Hotel	Japan Hotel	Daitokuwan Hotel
Kamakura —	Miyako Hotel	Nara —	Tokyo —
Kashan Hotel	Matsuyama —	Nara Hotel	Imperial Hotel
Karuzawa —	Park Hotel	Nikko —	Tokyo Station Hotel
Mikasa Hotel	Miyajima —	Kanaya Hotel	Tsukiji Seiyoken Hotel
Mampei Hotel	Miyajima Hotel	Nikko Hotel	Yokohama —
Kobe —	Miyoshihita —	Osaka —	Grand Hotel
Oriental Hotel	Fujiya Hotel	Shimonoseki —	
Tor Hotel		San-yo Hotel	

## IN TAIWAN (FORMOSA)

Taipei — Taiwan Railway Hotel

## IN CHOSUN

Keijo (Seoul) —  
Chosen Hotel  
Fusan —  
Fusan Station Hotel  
Shingaihu —  
Shingaihu Station Hotel

## IN MANCHURIA

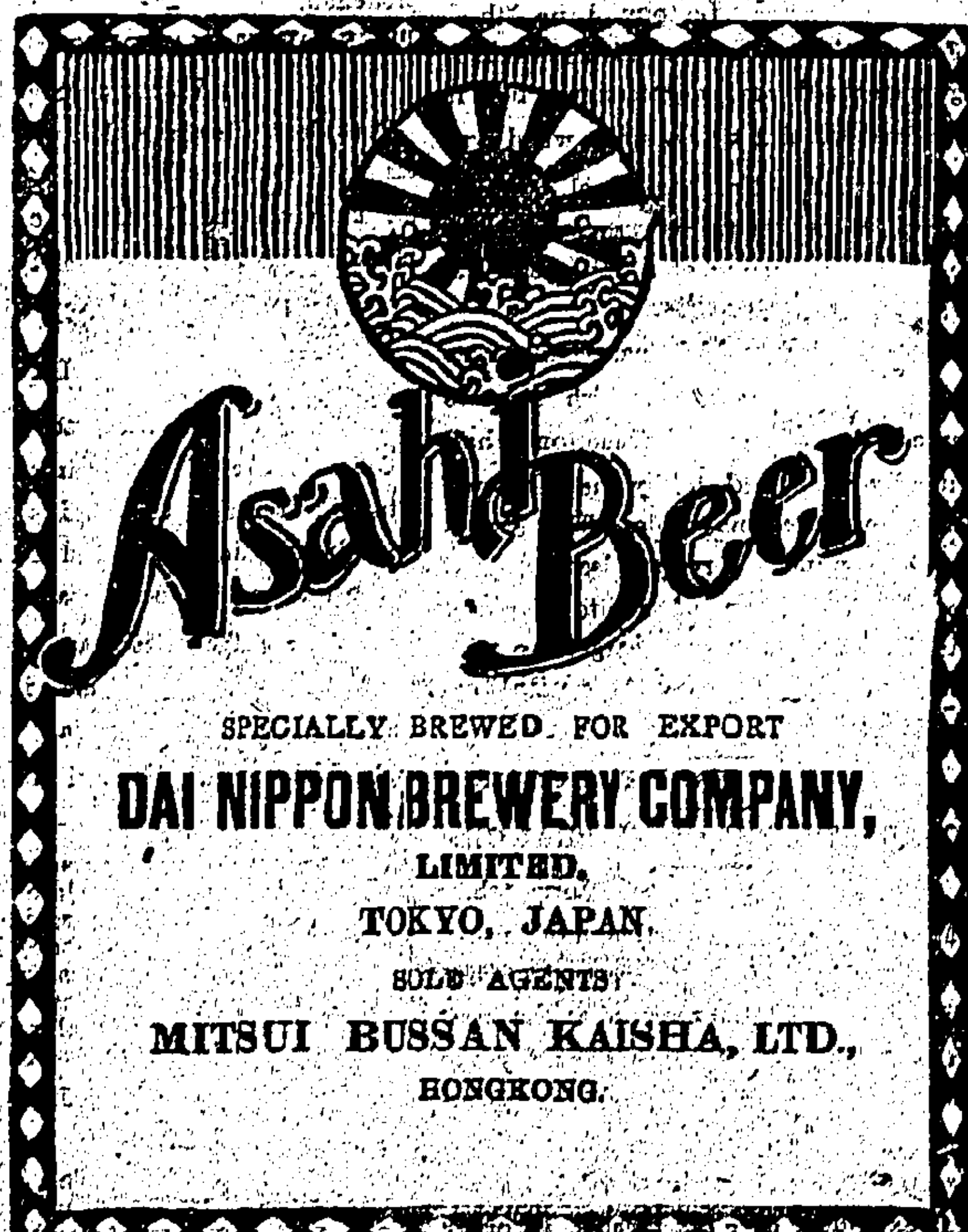
Changchun —  
Yamato Hotel  
Dairen —  
Yamato Hotel  
Hoshigaura —  
Yamato Hotel

## Hotel (Mukden) —

Yamato Hotel

Ryojun (Port Arthur) —  
Yamato Hotel

(1117)





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S.S. "INNSBRUCK" ... sailing on or about 13th June.  
S.S. "AQUILEIA" ... sailing on or about 13th June.  
S.S. "NIPPON" ... sailing on or about 20th June.**FOR SHANGHAI**S.S. "CILICIA" ... sailing on or about 26th June.  
Passengers' Luggage can be insured at the Office of the Agents.**NATAL LINE OF STEAMERS.**Regular Passenger and Cargo Service to  
SOUTH AFRICAN PORTS from CALCUTTA & COLOMBO.  
Through Bills of Lading issued from Hongkong.For Freight or Passage on any of the above Lines apply to—  
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Agents.**N. Y. K.****NIPPON YUSEN KAISHA**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

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Cargo to Overseas Ports U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee &amp; St. Paul Railways.

KATORI MARU ... Friday, 17th June, at 11 a.m.  
KASHIMA MARU (omitting Manila) ... Tuesday, 15th July, at 11 a.m.  
SUWA MARU ... Friday, 29th July, at 11 a.m.  
RUBIKI MARU ... Tuesday, 3rd Aug., at 11 a.m.  
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.  
ATSUTA MARU ... Friday, 10th June, at 11 a.m.  
SEIZO MARU ... Friday, 24th June, at 11 a.m.  
KAGI MARU ... Friday, 8th July, at 11 a.m.  
YOKOHAMA MARU ... Friday, 22nd July, at 11 a.m.  
HAMBURG, MARSEILLES, LONDON & ROTTERDAM.LIVERPOOL & MARSEILLES via Suez.  
MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.TANGO MARU ... Tuesday, 31st June, at 11 a.m.  
NIKKO MARU ... Tuesday, 19th July, at 11 a.m.  
AKI MARU ... Tuesday, 16th Aug., at 11 a.m.NEW YORK via PANAMA.  
TOBA MARU ... Friday, 24th June, End of July.  
HAKODATE MARU ... Friday, 24th June, End of July.SOUTH AMERICAN PORTS via CAPE.  
AWA MARU ... Sunday, 19th June.BOMBAY & COLOMBO via Singapore.  
TATSUNO MARU ... Saturday, 11th June, 20th June.CALCUTTA & BANGKOK via Singapore & Penang.  
CALCUTTA MARU ... Tuesday, 22nd June.

PENANG MARU ... Wednesday, 22nd June.

JAPAN PORTS—Yokohama, Kobe & Yokohama.  
NIKKO MARU ... Friday, 17th June, at 11 a.m.SHANGHAI, KOBE & YOKOHAMA.  
YOKOHAMA MARU ... Monday, 13th June, at 11 a.m.

RANGKON MARU ... Tuesday, 14th June, at 11 a.m.

KLEIST ... Friday, 24th June, at 11 a.m.

MISUMI MARU ... Thursday, 7th July, at 11 a.m.

For further information apply to—  
**NIPPON YUSEN KAISHA**  
S. YAMADA, Manager.  
Telephone Nos. 229 & 232.**YAMASHITA KISEN KAISHA**  
(THE YAMASHITA S.S. Co. Ltd.)REGULAR FREIGHT & PASSENGER SERVICE  
BETWEEN  
KEELUNG, HONGKONG & HAIPHONG.

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FOR HAIPHONG via Pakhoi.  
S.S. "HOZUI MARU" ... on or about 7th June.FOR KEELUNG via Swatow & Amoy.  
S.S. "TAIKWA MARU" ... on or about 7th June.

For further particulars, please apply to—

Branch Office,  
No. 37, Bonham Street, West,  
Tel. No. 155.  
M. KOBAYASHI, Agent,  
Top Floor, King's Building,  
Tel. No. 140.**PILFERAGE RISKS.****RESPONSIBILITY OF THE INSURANCE MARKET.**The trade of England, writes "H.K." in the *Manchester Guardian*, is supported on three props, all of which are essential to its continuance. They are the enterprise of manufacturers and merchants, the credit facilities of banks, and the willingness of insurance offices to cover all risks of accidental loss by land or sea. Without insurance there can be no finance, because there is no security. Antonio had to offer Shylock a pound of living flesh because he had no insurance policy upon his argosies. And seeing that without insurance there can be no finance, and without finance there can be no trade, in the modern world-wide sense, one must regard with horror the serious proposals of some shortsighted underwriters that they should refuse to cover the pilferage risks of goods in transit.

The risks of theft have enormously increased. Excessive claims for pilferage are descending upon a market which sees before it a series of lean years, there is an ample case for revising rates of premium and conditions of insurance, but there is no case at all for refusing to insure shippers against all the risk to which their goods in transit are subject. The greater the risk the more necessary is the insurance cover.

LOYD'S AND THE MARINE COMPANIES. It is a pleasure to note that the suggestion of certain influential underwriters at Lloyd's, put forward in the middle of last month, that pilferage risks should no longer be accepted has been turned down at a joint meeting of underwriters representing both Lloyd's and the marine companies. It is not in practice possible for Lloyd's to stand aside from business if the companies are prepared to transact it, and the companies have shown that, however serious their sufferings from pilferage claims, they are not unmindful of the primary responsibility of an insurance market, which is to insure. It is, however, agreed by both sections of the market that strong action is necessary, not only to protect action is necessary, not only to protect upon shippers, dock authorities and railway companies greater precautions against it.

No man, no association of men, can win respect by running away from a risk. It is easy, perhaps pleasant, for a rich man engaged upon private underwriting to close his books and to go away for a flutter at Monte Carlo. But the easy and pleasant ways of life do not gain for a man respect. We are quite sure that the majority of the underwriters at Lloyd's have no more desire than the company underwriters to shirk their responsibilities to the business community. The joint decision to stand to their job in the difficult times of peace as in the profitable days of war is sufficient proof that Lloyd's at heart is sound.

THE FUNCTIONS OF INSURANCE. An insurance market exists to insure, and to insure under terms which yield profit. Without profit there can be no building up of reserves and no security for the future. But an insurance market also exists as a great organized machine for reducing risks. It is of vast importance that this second function should be realized. A loss of property, whether by fire, by a peril of the sea, or by human crime, is a loss for which the honest community has to pay. Insurance distributes the loss over a large surface. And in so far as the insurance market can actually reduce the volume of loss, just as far it saves the whole community from a waste of wealth.

It may be argued that the efforts of insurance offices and of private underwriters to reduce loss is nothing more than enlightened self-interest. It may be so. But no matter. The community gains by every effort to save goods from burning warehouses, to raise funds, to provide for the proper construction and classification of steamers, to maintain a service of rapid and accurate shipping news, to stop losses through pilferage. The work of Lloyd's Register, of Salvage Associations by land and sea, and of Lloyd's agents is mainly directed towards saving the whole community from preventable waste. And in so far as waste has been prevented the community has benefited. Both directly and indirectly the insurance markets have benefited too by the cheapening of insurance activities.

The exercise of enlightened self-interest may have no ethical value. But it has a very real value to the trade of our country. One might say that the population of these islands has been and is still being supported by the exercise of enlightened self-interest.

THE FACTORS IN THE PROBLEM. A joint committee of marine companies and Lloyd's underwriters has been formed to examine the conditions under which the risks of pilferage in transit will be insured in future. The shipping companies are bending their minds to the problem of attacking the evil of robbery. Railway and dock authorities must co-operate heartily if there is to be no open gap in the chain of endeavour.

The merchant who ships goods can directly do nothing to ensure their safety once his hands have lost hold of them, but as a payer of insurance premiums and as a possessor of a share in the profits of a railway, or docks he can indirectly do a great deal. The chain is long and has many varied links. There is cartage, railway, ship loading and unloading, and transit abroad to the final destination. All along the chain the insurance pressure of high rates and stern conditions can be kept up by agreement within the insurance market, and that pressure will tend to force continuous inspection by the various transit authorities of the several links.

The solution of the problem is made more difficult by the increase in dishonesty, which is one of the unhappy legacies of the war. But persistent effort all along the line must have good results. It will be better for the insurance market to have achieved these results than to have weakly run away and to have convicted itself of commercial pottocracy.

(Continued at foot of next column.)

**WEATHER REPORT.**

June 7th at 11.45.—Pressure has increased slightly from Shanghai to Amoy and over Formosa and Japan. It has decreased slightly at Yapt, and is nearly stationary at other reporting stations.

A depression is still shown over Hongkong. Hongkong rainfall for the 24 hours ending at 10 a.m. today, 2.40 inches. Total since January 1st, 49.35 inches against an average of 52.65 inches.

The forecast for the 24 hours ending at noon today is as follows:—

District	Forecast
Hongkong to Gao Rock	S. and S.E. winds, moderate; cloudy; some rain later.
Formosa Channel	Variable winds, moderate.
South coast of China between Hongkong and Lamooki	The same as Hongkong and Lamooki.
South coast of China between Hongkong and Hainan	The same as Hongkong and Lamooki.

**HONGKONG TIDE TABLE.**

From June 7th to 14th, 1931.

Date	Water	High Water		Low Water	
		Time	Height	Time	Height
Wed.	High	8 h. 10 m.	7.9	8 h. 50 m.	2.7
Thurs.	High	9 h. 06 m.	8.4	9 h. 46 m.	2.8
Fri.	High	10 h. 18 m.	8.3	10 h. 58 m.	2.8
Satur.	High	11 h. 44 m.	8.3	12 h. 14 m.	2.8
Sun.	High	12 h. 20 m.	8.3	12 h. 40 m.	2.8
Mon.	High	13 h. 32 m.	8.3	13 h. 52 m.	2.8
Tues.	High	14 h. 58 m.	8.3	15 h. 18 m.	2.8

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A VIOLET EXTRACT...  
B. B. D. Company, 25 Hong Kong Street.**APIOLINE**APIOLINE  
(CHAPOTEAUT)  
For functional troubles: dizziness, pain and these irritabilities peculiar to the sex...  
CHAPOTEAUT, 4 rue Vivienne, Paris.**THERAPION**THERAPION No. 1  
THERAPION No. 2  
THERAPION No. 3

THE REDUCTION OF RISK. Work by means of insurance to reduce risk has always been common in the history of insurance. The fire offices were the first organizations to establish fire brigades, and to this day they maintain salvage services. The marine companies pay large sums to salvage companies at sea. Boiler insurance companies have their teams of inspectors. The idea always has been that avoidable waste should be prevented, and that the risks insured against should be reduced by forethought and by salvage to the lowest point.

The sudden rise in the losses through pilferage is new, though some measure of loss from this cause has always been experienced. The rise has taken the market at a disadvantageous moment, when prospects were generally unfavourable. But though for the moment the market is embarrassed and angry, we do not doubt that it will ultimately benefit by the very severity of the disease of dishonesty. Pressure will be accepted in an epidemic which might be resented were the evidence of disease less conspicuous.

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.****SAILINGS, SUBJECT TO ALTERATION**

SANDAKAN	"HINSANG"	Wed.	8th June	Noon
SHARAH & THURAU via SWATOW	"TUNGSHING"	Wed.	8th June	3 p.m.
MANILA	"WINGSANG"	Fri.	10th June	11 p.m.
HAIPHONG	"CHIPSANG"	Sat.	11th June	Noon
SHANGHAI	"KWAISANG"	Sat.	11th June	Noon
HAIPHONG via HOIHOW	"CHOYSANG"	Wed.	15th June	8 a.m.
	"LOKSANG"	Wed.	15th June	8 a.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers as proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained "and through" Bill of Lading are issued to all Northern and Yangtze Ports, via Shanghai.

HAIPHONG LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday, calling at Hoihow when convenient.

TIENTSIN LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Knakat, Jesselton, Labuan, Tawau and Lahad Dato.

BANGKOK LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo. A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

**CALCUTTA LINE.**

S.S. "KWAISANG" will be despatched on or about Saturday, 11th June, at Noon, for SINGAPORE, PENANG &amp; CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWET-TENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

**Jardine, Matheson & Co., Ltd.**GENERAL MANAGERS.  
Telephone No. 215.**GLEN AND SHIRE**

Joint Service of Steamers.

**U.K.-STRAITS, CHINA & JAPAN SERVICE.**OUTWARDS.  
S.S. "GLENNAVY" ... 31st June.  
S.S. "GLENUCE" ... 23rd June.HOMEWARDS.  
S.S. "GLENOCLE" ... 17th June.  
S.S. "GLENGLYLE" ... 2nd July.

Movements are subject to change without notice.

For freight or further particulars apply to—  
**Jardine, Matheson & Co., Ltd.****The Glen Line, Ltd., AGENTS.**  
Tel. No. 21 sub. 5 or 23, and 2694.Cable Address  
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Butler's A.B.C. 5th Ed.  
and Scott's Codes.  
Telephone: Sansanely  
3844, 3832.**KAWASAKI KISEN KAISHA**

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CAPITAL PAID-UP . . . . . YEN 1,000,000

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Vice-President: Mr. E. MATSUOKA.  
Managing Director: Mr. MARUYA ARA.

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CHARTERS of all descriptions.The following are comprised in the Company's Fleet:—  
Eleven steamers of 9,100 tons each deadweight.And under the Company's Management—  
Twenty steamers of about 9,100 tons deadweight each.  
Two steamers of about 9,400 tons deadweight each.  
(Belonging to the Kawasaki Dockyard Co., Ltd.)For Charter Rates and all other particulars apply to the  
**KAWASAKI KISEN KAISHA.**  
No. 2, BOM, KOB.



ING NEWS

ARRIVALS.

June 8th  
**Albion**, British str., 1,400 tons, Capt. J. A. Tyee, from Saigon, with rice, sugar, etc.  
**Dorchester**, French str., 320 tons, Capt. E. A. Cecconi, from Hothow, with a general cargo—Kai Yee.  
**Hok Canton**, Chinese str., 550 tons, Capt. Leung-long, from K. C. Wan, with a general cargo—Wai Hing.  
**Shan Cheong**, Chinese str., 235 tons, Capt. Leung Sam Kung, from K. C. Wan, with a general cargo—Wai Yee.

June 7th  
**Hwah Wa**, Chinese str., 2,700 tons, Capt. E. D. Weidmann, from Chingwan-tao, with coal—Doddwell & Co.  
**Kwangtshai**, Chinese str., 1,350 tons, Capt. C. Stewart, from Canton, with a general cargo—C.M.S.N. & Co.  
**Lushan Maru**, Japanese str., 1,500 tons, Capt. J. Yasukawa, from Canton, with a general cargo—N.Y.K.  
**Matsuyama Maru**, Japanese str., 3,250 tons, Capt. T. Shimaaki, from Bombay, with a general cargo—O.S.K.  
**Tenryu Maru**, Japanese str., 401 tons, Capt. H. Kawahara, from Keelung, with coal—Mitsui & Co.  
**Wangtung**, British str., 1,517 tons, Capt. S. O. Milford, from Canton, with a general cargo—J.M. & Co.  
**Yei Maru**, Japanese str., 1,624 tons, Capt. W. Nishikawa, from Canton, with a general cargo—M.H.K.

DEPARTURES.

June 7th  
**Cherbon Maru**, for Moji.  
**Chung Hing**, for Tientsin.  
**Euryades**, for Singapore.  
**Poochow**, for Shanghai.  
**Hahong**, for Swatow.  
**Hajun Maru**, for Manila & P. Island.  
**Himant**, for Sandakan.  
**Shan Maru**, for Swatow.  
**Shan Maru**, for K. C. Wan.  
**Takung**, for Hothow.  
**Takung**, for Saigon.  
**Yei Maru**, for Hongay.

SHIPPING MOVEMENTS.

The R.M.S. **Empress of Russia** arrived at Yokohama on June 6th, p.m., left on June 7th, a.m., and is due at Hongkong on June 17th, p.m.  
**Empress of Russia** (Blue Funnel line) left Hongkong on June 7th, a.m., and is due at Yokohama on June 17th, p.m.  
**Empress of Russia** (Blue Funnel line) left Yokohama on June 17th, p.m., and is due at Hongkong on June 27th, a.m.  
**Empress of Russia** (Blue Funnel line) left Hongkong on June 27th, a.m., and is due at Yokohama on July 7th, p.m.  
**Empress of Russia** (Blue Funnel line) left Yokohama on July 7th, p.m., and is due at Hongkong on July 17th, a.m.

VESSELS EXPECTED.

**Atsuta Maru** (N.Y.K.), from Japan, due June 9th.  
**Cyclops** (Blue Funnel), due July 10th.  
**Delta** (P. & O.), due June 18th about 9 a.m.  
**Helena** (Blue Funnel), due June 30th.  
**Imperator** (Blue Funnel), due July 27th.  
**Island** (Blue Funnel), due June 22nd.  
**Island Maru** (N.Y.K.), due June 11th.  
**Island Maru** (N.Y.K.), from London, due June 23rd.  
**Lycan** (Blue Funnel line), due June 10th.  
**Monteagle** (C.P.O.S.), due June 8th (a.m.).  
**Wanderer** (China Mail), due June 11th.  
**Yokohama Maru** (N.Y.K.), from Sydney, due June 10th.  
**Yokohama Maru** (N.Y.K.), due June 23rd.  
**Yokohama Maru** (N.Y.K.), from Calcutta, due June 13th.  
**Yokohama Maru** (N.Y.K.), from Japan, due June 10th.  
**Yokohama Maru** (N.Y.K.), due July 10th.  
**Yokohama Maru** (N.Y.K.), due June 11th.  
**Yokohama Maru** (N.Y.K.), due June 11th.  
**Yokohama Maru** (N.Y.K.), due June 11th.

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FOR JAPAN.  
 Ports of call:—Moji, Kobe, Osaka and Yokohama.]  
 S.S. "MACASSAR MARU" sailing on or about 26th June.

For further particulars please apply to—  
 K. SUZUKI, Manager,  
 No. 5, Queen's Road Central.  
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NEW T.K.K. SOUTH AMERICAN LINER.

PUBLIC INSPECTION IN HONGKONG.

The T.K.K. advises that the latest addition to their South American Line Service, the s.s. **Hakone Maru**, will be open for public inspection to-day from 3 p.m. to 5 p.m. A cordial invitation is extended to the public to inspect this fine new steamer. Launches will leave Blake Pier at frequent intervals.

THE NEW N.Y.K. EUROPEAN LINERS UNDER CONSTRUCTION.

The s.s. **Hakone Maru**, which is to be the next addition to the N.Y.K. European Line, is now under construction at the Mitsui-Bishi Dockyard and Engine Works. The principal dimensions of this liner are as follows: Length 450 feet; Breadth moulded 62 feet; gross tonnage 10,000 tons; sea speed 17 knots. Accommodation has been provided for about 120 first class, 50 second class, and 100 third class—in all 330 passengers. She is driven by Parsons' turbines with reduction gear. Needless to say, every modern improvement in the shipbuilding art and architecture and the safety appliances known to science have been embodied in the construction of this ship. The public rooms include a social hall, smoking room, verandah cafe and children's room; and the passenger accommodation varies from a single berth room to a suite of rooms of a very luxurious character. All cabins are furnished and equipped in a style that leaves nothing to be desired. It is expected that the **Hakone Maru** will be completed about the end of October. With her advent in the service, a marked improvement will be witnessed in the shipping and travel facilities between Japan and Europe via Suva. The s.s. **Hakone Maru** and **Hakone Maru**, two sister ships of the **Hakone Maru**, also under construction, will be added to the fine fleet of the European liners at no distant date.

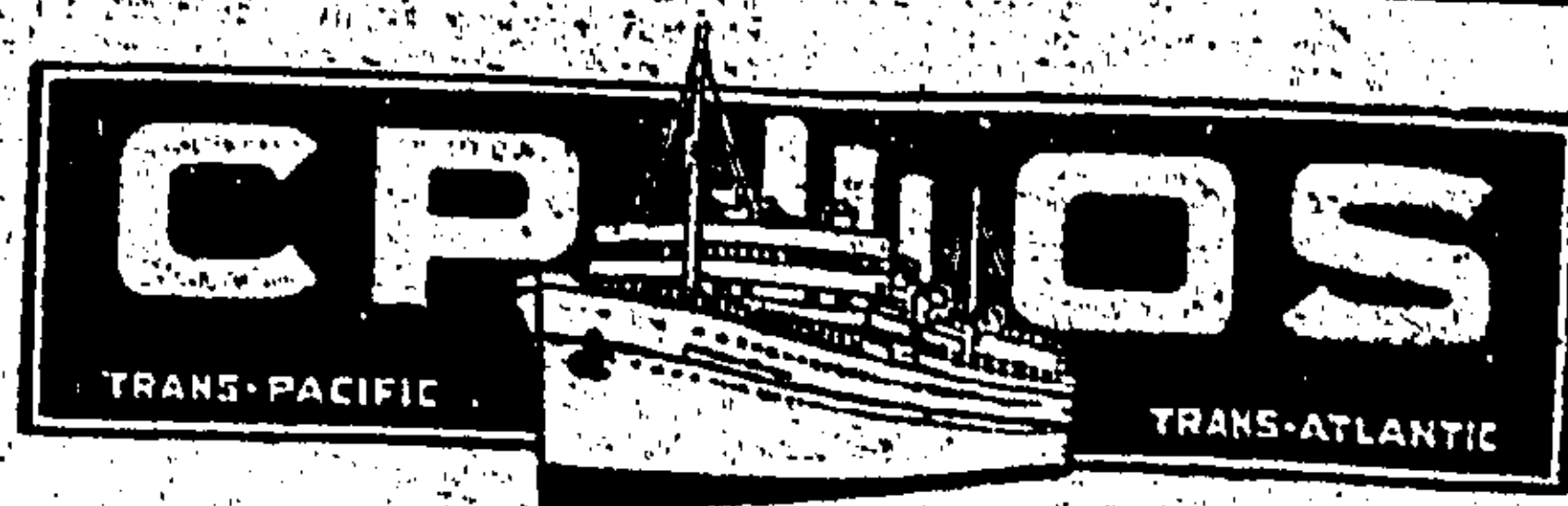
SHIPPING NOTES.

A recent London cable to the head office of the Nippon Yusen Kaisha stated that owing to the cessation of work at Glasgow by longshoremen and other waterside workers who went on strike in sympathy with the coal-miners' strike, the N.Y.K. **Tamba Maru** was compelled to turn back from Glasgow to Liverpool.

A San Francisco cable to Japan, dated May 22nd, says:—A conference to fix rates for the steamships doing business between San Francisco, Hawaii and the Far East has been formed here to take the place of the Pacific Westbound Conference, which was recently interrupted through withdrawal of two lines. The China Mail has declined to enter the conference, but to-day announced that it will abide by the rates established. A similar conference will be formed at Seattle for the north-western ports.

The N.Y.K. **Tasima Maru** will be used for the shipment of herring from Kamchatka to England. She is now on the Bombay run but after completing her present trip will be withdrawn from it, and sent to Kamchatka about August 5th. She is to carry 10,000 tons of herring to London and Liverpool under contract with the Russo-Japanese Fishing Company. This is the first time that a 10,000-ton vessel has been detailed for the shipment of Kamchatkan products, for which small vessels are usually used.

The capital of the Matsuda Kisen Kaisha of ¥5,000,000 has been reduced to ¥1,250,000 because of the slump. This the shipping activity in Japan was at its height, but owing to the depression it was compelled to reduce the capital to ¥2,500,000 at the end of last year. There still being no improvement in the shipping situation, the company has again been compelled to decrease the capital, however, it is said, is intended to strengthen the foundation of the company by writing off the value of ships and by other means.



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, (Moji), Kobe, Yokohama, Vancouver & Montreal.

Pacific Steamer	From Hongkong	Due Vancouver	Atlantic Steamer	From Canada	Due Liverpool
Monteagle	June 12	July 8	Metagama	July 15	July 24
E. Russia	June 23	July 11	E. France	July 18	July 28
E. Japan	July 13	Aug. 3	E. France	Aug. 13	Aug. 19
E. Asia	July 21	Aug. 8	E. France	Aug. 19	Aug. 26
E. Russia	Aug. 18	Sept. 5	E. Britain	Sept. 10	Sept. 16
Monteagle	Aug. 23	Sept. 16	Mellita	Sept. 23	Oct. 1
E. Asia	Sept. 15	Oct. 3	E. France	Oct. 18	Oct. 25
E. Japan	Sept. 20	Oct. 11	E. France	Oct. 18	Oct. 25

Other Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.  
 Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.  
 Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.  
 Hongkong Office. Telephone 722. Cable Address: GACANFAC.

PACIFIC MAIL S.S. CO. TRANS-PACIFIC SERVICE.

Freight and Passenger.  
 For SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA and HONOLULU, and for BALTIMORE via LOS ANGELES, MANZANILLO, SAN JOSE, LA LIBERTAD, CORINTO, BALBOA, CRISTOBAL, KINGSTON & HAVANA.

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T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
SIBERIA MARU	20,000	June 12th
TENYO MARU	22,000	June 12th
KOREA MARU	22,000	June 12th
SHENYO MARU	22,000	July 1st
PERSIA MARU	22,000	July 1st
TAIYO MARU	22,000	July 1st

\* Omitting call at Shanghai.  
 † Calling at Dairen instead of Nagasaki.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLES, MOLLEND, ANICA & IQUIQUE

THROUGH BY TRANS-ANDIAN ROUTE TO BUENOS AIRES.

STEAMERS: RAKUYO MARU, 17,500 tons; CHOYO MARU, 17,500 tons.

Leave Hongkong: RAKUYO MARU, June 12th; CHOYO MARU, July 1st.

\* Cargo only.

For full information regarding passengers freight and sailings, apply to—

Y. TSUTSUMI, Manager, King's Building, Tel. Nos. 2374 & 2375.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, Inc.

GREEN STAR LINE.

Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

To LOS ANGELES & SAN FRANCISCO (via HONOLULU) "West Carmona" 17th June.

To VANCOUVER & SEATTLE (via MANILA) "West Iris" 25th June.

Also cargo accepted for Transshipment at San Francisco and/or Seattle to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.

HONGKONG OFFICE: 1st floor, Fowell's Building, 12, Des Voeux Rd., Tel. 3006.

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JAVA-CHINA-JAPAN LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIBODAS...	JAVA	in port	11th June	SHANGHAI
TJIKEMBANG	SAN FRANCISCO/JAPAN		13th June	JAVA
TJIKINI	SHANGHAI	14th June	18th June	MACASSAR/JAVA
TJIBALAK	JAVA	15th June	22nd June	JAPAN
CHILDAR	JAVA	12th June	27th June	JAVA

\* Wireless Telegraphy.

The Steamers are all fitted throughout with Electric Light and have accommodations for a limited number of saloon passengers. All steamers carry a duly qualified surgeon.

Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage apply to the

York Building First Floor. JAVA-CHINA-JAPAN LIJN.

Telephone No. 1974.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ

(United Netherlands Navigation Company)

HOLLAND-POST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences).

Regular monthly service between

JAPAN PORTS, SHANGHAI HONGKONG AND

MANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG

AND BREMEN

(Sailings) subject to alterations.

Loading: For: Sailing:

"ALCHIBA" July ... AMSTERDAM & HAMBURG ... 1st July

"BRIELLE" Aug ... ROTTERDAM & HAMBURG ... 6th Aug

"BADJA" Sept ... AMSTERDAM & HAMBURG ... 4th Sept

"TJIMANOEK" Oct ... ROTTERDAM & HAMBURG ... 2nd Oct

For full particulars please apply to—

JAVA-CHINA-JAPAN LIJN.

General Agents, York Building.

Tel. No. 1974.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers

For BOSTON and

NEW YORK

For freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED.

Telephone 3165. St. George's Building.

Telegrams "Furness."

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CHINA MAIL S.S. CO., LTD.

INCORPORATED IN U.S.A.

FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "NILE" "CHINA"

AN UNBYPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG to SAN FRANCISCO via Shanghai, Japan Ports and Honolulu

S.S. "NANKING" S.S. "NILE" S.S. "CHINA"

June 25th July 15th Aug



## AMERICAN &amp; ORIENTAL LINE

NEW YORK via Suez

"OCEAN MONARCH" ... via Suez ... 6th July.  
Subject to change without notice.ORIENTAL AFRICAN LINE.  
INDIAN AFRICAN LINE.Cargo carried on through Bills of Lading from HONGKONG to BEIRA  
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH  
& CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.  
Managing Agents."ELLERMAN" LINE.  
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

JAPAN CHINA &amp; STRAITS

TO

UNITED KINGDOM & CONTINENT.  
LONDON, GLASGOW, ROTTERDAM & HAMBURG

via "CITY OF BRISBANE" ... 10th July.

Subject to change without notice.

For particulars of sailings shippers are requested to apply  
to the undersigned.  
THE BANK LINE, LTD.,  
or to Reiss & Co., Canton General Agents.

## NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AND  
AMERICAN & MANCHURIAN LINE  
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"CITY OF MADRAS"	...	via Suez Canal	...	12th June
"DEUCALION"	...	via Suez Canal	...	7th July
"CITY OF NORWICH"	...	via Suez Canal	...	12th July

\* Calls at Saigon

Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
Subject to change without notice.For freight and particulars apply to—  
BUTTERFIELD & SWIRE, THE BANK LINE, LTD., HONGKONG.  
HONGKONG AND CANTON. REISS & CO., CANTON.

## C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

To	Steamer	To Sail
SWATOW & SINGAPORE	"HUPEH"	On 9th June, 10 A.M.
SHANGHAI	"SOOCHOW"	On 9th June, Noon
SHANGHAI & TIENTSIN	"CHENAN"	On 11th June, 4 P.M.
WUHAN, CHANGSHU & TIENTSIN	"KUEICHOW"	On 11th June, 4 P.M.
AMOI, MANILA, CEBU & ILOILO	"TAMING"	On 13th June, 4 P.M.
SHANGHAI & PUKOW	"CHENGKANG"	On 14th June, Noon
SHANGHAI	"SUINING"	On 16th June, Noon
SHANGHAI & TIENTSIN	"YINGCHOW"	On 18th June, 4 P.M.

SHANGHAI LINE—PASSENGER, MAILS and CARGO.  
Excellent saloon accommodation. Amidsips. Electric Fans in Saloon and  
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three  
weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all  
Tientsin and Northern China Ports. Passengers are landed in Shanghai avoiding  
the inconvenience of transshipment at Wootung.

BANGKOK LINE—Weekly service to and from Bangkok via  
Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
Agents.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good  
accommodation for First-Class Passengers Electric Light and Fans in staterooms  
and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI & FOOCHOW  
AND RETURN

(Occupying 9 to 10 Days).

"HAICHING"	...	Capt. A. H. Stewart	FRIDAY, June 10th, at 12 Noon.
"HAILONG"	...	Capt. W. Cooper	TUESDAY, June 14th, at 12 Noon.
"HAIHONG"	...	Capt. W. G. Passmore	FRIDAY, June 17th, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LARRAIK & CO.,  
General Managers.P. & O. - British India  
Apcar and  
Eastern & Australian  
Lines

(COMPANIES Incorporated in ENGLAND.)

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"PLASSY"	7,348	14th June	Marseilles, London & Antwerp
"DI NERA"	5,400	18th June	Singapore, Colombo & Bombay
"DELTA"	8,000	22nd June	Marseilles, London & Antwerp
"SYRIA"	7,000	26th July	do.
"KALYAN"	9,000	30th Aug.	do.
"KASHMIR"	9,000	18th Aug.	do.
"KHYBER"	9,000	2nd Sept.	do.

## BRITISH INDIA - APCAR SAILINGS (South)

"TANDA" | 8,958 | 16th June | Calcutta via S'pore Pang &amp; R'gon

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong	Destination
"EASTERN"	4,500	25th June	Sandakan, Thursday Island
"KANOWNA"	7,000	25th July	Townsville, Brisbane, Sydney & Melbourne.

## SAILINGS TO SHANGHAI &amp; JAPAN

S.S.	Tons	From Hongkong	Destination
"KIDDERPORE"	5,400	9th June D'light.	Kobe.
"KASTER"	8,000	9th June.	Japan only.
"DELTA"	7,000	11th June 10 A.M.	Shanghai only.
"SYRIA"	9,000	15th June.	Shanghai & Japan.
"KALYAN"	9,000	18th July.	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.  
1st Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore  
and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets  
Singapore to Calcutta.  
All Cabins are fitted with Electric Fans free of charge.  
Steamers and Sailing dates are liable to be cancelled or altered without notice.  
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's  
Office up to Noon on the day previous to sailing.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding  
arrival of consignments expected of which they have received documents or advice.  
Any damaged packages must be left in the Godowns for examination by the Consignees,  
and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 A.M. on MONDAYS and  
THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here,  
after which date they cannot be recognised. No Claims will be admitted after the goods  
have left the Godown.

For Further Information, Passage Fares, Freight, Handbooks, etc. apply to—  
MACKINNON, MACKENZIE & CO.,  
Agents.  
22, Des Voeux Road Central, HONGKONG.O. S. K.  
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct  
service via Singapore and Port Said.BUENOS AIRES—RIO DE JANEIRO, SANTOS, MAURITIUS  
DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE.BOMBAY & COLOMBO—Regular fortnightly service via Singapore  
"KANADO MARU" ... Tuesday, 14th June.DELI & BANGKOK via SAIGON & SINGAPORE—Regular monthly service  
"SHISEN MARU" ... Friday, 1st July.SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and  
Pacific Islands.VICTORIA, VANCOUVER, SEATTLE & TACOMA—  
Via Shanghai and Japan Regular fortnightly passenger service touching at  
intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in con-  
nection with Chicago Milwaukee and St. Paul Railway.

ALABAMA MARU ... Thursday, 16th June.

ARIZONA MARU ... Wednesday, 20th July.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco,  
Panama and Cuban Ports.

HAGUE MARU ... Thursday, 23rd June.

NEW ZEALAND LINE via SUEZ.

JAPAN PORTS—Mojit &amp; Kobe ... Wednesday, 8th June.

KEELUNG via SWATOW & AMOI—These steamers have excellent accommoda-  
tion for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K.  
wharf near the Harbour Office.

AKA MARU ... Sunday, 12th June.

TAKAO via SWATOW &amp; AMOI ... Thursday, 16th June.

For sailing dates and further particulars please apply to—  
Y. YASUDA, Manager,  
No. 1, Queen's Building, [30]

Tel. Nos. 744 &amp; 745.

## AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Ly. Hongkong for Australia
"TAIYUAN"	11th June	14th June

SAILINGS SUBJECT TO ALTERATION

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply  
of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light  
throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried.  
Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.  
For freight and passage apply to— BUTTERFIELD & SWIRE, Agents. [38]

Operator the following U.S. Shipping Board Steamers

PASSENGER AND FREIGHT SERVICE.  
FOR VICTORIA, VANCOUVER, SEATTLE

(Calling Shanghai &amp; Japan Ports).

S.S.	From Hongkong	Arrive Seattle
"ELDRIDGE"	June 25th	July 28th
"WENATCHEE"	July 25th	Aug. 16th
"KEYSTONE STATE"	Aug. 3rd	Sept. 15th

FOR PORTLAND DIRECT

(Calling at Shanghai, Kobe &amp; Yokohama).

S.S.	From Hongkong	Arrive Seattle
"PAULET"	June 25th	July 28th
"OCEANIC"	July 25th	Aug. 16th

Through Bills of Lading issued to Original Consignees points.  
Passenger and Freight Particulars.

## THE ADMIRAL LINE

Telephone 2477 &amp; 2478.

5th Floor, Hotel Mansions. [71]



REGULAR SERVICE

TO

SAIGON—SINGAPORE—BATAVIA  
and other JAVA PORTS.

PASSENGERS &amp; FREIGHT.

FOR SINGAPORE DIRECT.

S.S.	From Hongkong	Arrive Singapore
"GLYMONT"	June 25th	Sailing June 20th.
"CADARETTA"	July 25th	Sailing July 5th.

FREIGHT ONLY.

FOR SAIGON—SINGAPORE—JAVA PORTS.

S.S.	From Hongkong	Arrive Singapore
"LAKE FARRAR"	June 25th	Sailing June 20th.
"LAKE ONAWA"	July 25th	Sailing Aug. 3rd.

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICES

5th Floor, HOTEL MANSIONS,  
TELEPHONE 2477 & 2478.PASSENGER OFFICE,  
QUEEN'S BUILDING, 2, ICE HOUSE ST.

## SERVICE to UNITED STATES

For NEW YORK via BOSTON via Panama.

S.S. "WINTAH" ... to NEW YORK ... June 8th.

For freight space and particulars apply to—

BARBER STEAMSHIP  
LINES, INC..

THE ADMIRAL LINE,

TELEPHONE 2477 & 2478. AGENTS 5th Floor  
HOTEL MANSIONS. [178]

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	"PORTHOS" ... 20,000	On or about 16th July
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DIBOUTI, SUEZ, PORT SAID		

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc. apply to—

R. BODENFUSER,  
Agent,  
Queen's Building.

Telephone 740.

## CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA &amp; SANDAKAN.

"VICTORIA" ... June 24th.

For Freight and Passage apply to—

Messrs. CHINA & AUSTRALIA S.S. CO., LTD.  
Agents,  
113, Cornmarket Road, Central.

Tel. 3307.



## POST OFFICE NOTICE

## INWARD MAILS.

FROM	PER	DATE
CANADA, U.S.A., JAPAN and SHANGHAI	Monday	8th inst.
SHANGHAI	Monday	8th inst.
AUSTRALIA and MALAYA	Monday	8th inst.
JAPAN	Monday	8th inst.
SHANGHAI	Monday	8th inst.
JAPAN	Monday	8th inst.
LONDON (Parcels 27th April)	Monday	8th inst.
Europe via Suez (Letters and News)	Monday	8th inst.
Japan and SHANGHAI	Monday	8th inst.
STRAITS	Monday	8th inst.

## OUTWARD MAILS.

FOR	PER	DATE
Hainan and Haiphong	Tuesday	8th, 8.00 A.M.
Sanluhan	Tuesday	8th, 11.00 A.M.
Swatow, Shanghai and North China	Tuesday	8th, 11.00 A.M.
Swatow, Shanghai and N. China	Tuesday	8th, 11.00 A.M.
Japan	Tuesday	8th, 11.00 A.M.
Haiphong	Tuesday	8th, 11.00 A.M.
Japan	Tuesday	8th, 11.00 A.M.
Swatow, Straits and Bangkok	Thursday	9th, 9.00 A.M.
Shanghai and North China	Thursday	9th, 11.00 A.M.
Swatow	Thursday	9th, 3.30 P.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via	Friday	10th, 8.45 A.M.
Dharmasiri, P. & EUROPE via	Friday	10th, 9.40 A.M.
MARSEILLES	Friday	10th, 10.30 A.M.
Japan, Honolulu and San Francisco	Friday	10th, 11.00 A.M.
Swatow, Amoy and Foochow	Friday	10th, 2.00 P.M.
Philippine Islands	Friday	10th, 5.00 P.M.
Nantun	Friday	10th, 5.00 P.M.
Shanghai and North China	Saturday	11th, 8.30 A.M.
Straits, Bangkok, Calcutta & Aden	Saturday	11th, 10.00 A.M.
Shanghai North China, Japan, Honolulu, Canada, U.S.A., Central and South	Saturday	11th, 11.00 A.M.
America and EUROPE via SAN	Saturday	11th, 11.00 A.M.
FRANCISCO	Saturday	11th, 11.00 A.M.
Weihaiwei, Chefoo and Tientsin	Saturday	11th, 3.00 P.M.
Shanghai and North China	Saturday	11th, 3.00 P.M.

\* Correspondence bearing vessel's name only.

## THE BLUE FUNNEL LINE.

## REGULAR AND FAST FREIGHT AND PASSENGER SERVICES LONDON SERVICE (DIRECT).

"MACHAON"	13th JUNE	London, Rotterdam & Hamburg.
"ANCHISES"	21st JUNE	London, Amsterdam & Hamburg.
"MENTOR"	19th JULY	London, Amsterdam & Antwerp.
"TEUCER"	11th AUG.	London, Rotterdam & Hamburg.
"TEIRESIAS"	16th AUG.	London, Amsterdam & Antwerp.

## LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS).

"OANFA"	18th JUNE	Ms'les, Havre, L'pool & G'gow.
"EURYDAMES"	10th JULY	Genoa & Liverpool.
"YANGTSE"	20th JULY	Ms'les, Havre, L'pool & G'gow.

## PACIFIC SERVICE

(VIA KOBE AND YOKOHAMA).

"TALHYBIUS"	15th JUNE	Victoria, Seattle & Vancouver.
"TYNDAREUS"	6th JULY	Victoria, Seattle & Vancouver.
"PROTESILAUS"	3rd AUG.	Victoria, Seattle & Vancouver.

## NEW YORK SERVICE

(VIA SUZ OR PANAMA).

"DEUCALION"	5th JULY	via Suez.
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## HOMEWARD PASSENGER SERVICE

"ANCHISES"	21st JUNE	for London.
"MENTOR"	19th JULY	for London.
"TEIRESIAS"	16th AUG.	for London.
"ASCANIUS"	30th AUG.	for London.

FOR FREIGHT AND ALL INFORMATION APPLY TO—

BUTTERFIELD &amp; SWIRE, AGENTS

## ASIA BANKING CORPORATION

(AN AMERICAN BANK).

Capital	U.S. \$4,000,000
Surplus and Undivided Profits	U.S. \$1,489,000

HEAD OFFICE:

BRANCH:

NEW YORK.

SAN FRANCISCO.

Head Office for the Orient.

SHANGHAI.

BRANCHES:

CANTON	HANKOW	MANILA	TIENTSIN
CHANGSHA	PEKING	SINGAPORE	

D. M. HIGGAR, Manager.

## HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, June 7th

	Previous Day	On Date	On Date
	at 8 p.m.	at 6 a.m.	at 3 p.m.
Barometer	29.63	29.64	29.68
Temperature	80	80	85
Humidity	87	90	78
Wind Direction	West	SSE	SSE
Force	2	1	2
Weather	2	0	0
Rain	2.43		0.06

Highest open-air Temperature on 6th, 83

Lowest open-air Temperature on 7th, 75

## COMMERCIAL

## OPENING QUOTATIONS

June 7th.	
On LONDON—	
Telegraphic Transfer	26 1/2
Bank Bills, on demand	26 1/2
Bank Bills, at 30 days sight	26 1/2
Bank Bills, at 4 months' sight	26 1/2
Credit, at 4 months' sight	26 1/2
Documentary Bills, 4 months' sight	26 1/2
On PARIS—	
Bank Bills, on demand	190
Credit, 4 months' sight	190
On NEW YORK—	
Bank Bills, on demand	48 1/2
Credit, at 60 days' sight	48 1/2
On BOMBAY—	
Telegraphic Transfer	197
Bank Bills, on demand	197
On CALCUTTA—	
Telegraphic Transfer	197
Bank Bills, on demand	197
On SHANGHAI—	
Bank Bills, at sight	101 1/2
On YOKOHAMA—On demand—	101 1/2
On MANILA—On demand—	112
On SINGAPORE—On demand—	112
On BATAVIA—On demand—	140
On HANKOW—On demand—	140
On NAGASAKI—On demand—	140
On BANGKOK—On demand—	140
On SINGAPORE—Bank's Buying Rate	\$ 7.70 n.
Gold Leaf 100 fine, per tael	\$90.40
Silver per oz.	24d.

Per cent.	
Hongkong	10 cents piece
Hongkong	20
Canton	20
Canton	10

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Hongkong Head Office:

Capital	\$15,000,000
Reserve Funds	\$2,500,000
Sterling	\$2,500,000
Silver	\$2,500,000
Reserve Liability of Proprietors	\$15,000,000

Chief of Directors:

G. T. M. ELLIS, Esq., Chairman.

G. M. DOWLING, Esq., Deputy Chairman.

D. G. M. BERNARD, Esq., E. V. D. PARR, Esq.,

A. S. GUBBER, Esq., W. L. PATTERSON, Esq.,

Hon. Mr. P. H. HOLYOAK, J. A. PLUMMER, Esq.,

Hon. Mr. A. O. LANG, H. P. WHITE, Esq.

Chief Manager:

Hon. Mr. A. G. STEPHEN.

Manager: Hongkong—A. H. BARLOW, Esq.

Acting Manager: Shanghai—G. H. STYER, Esq.

LONDON BANKERS:

LONDON COUNTY WESTMINSTER & PARKS BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

Hongkong, May 21st, 1921. [8]

## HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 8 per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

A. G. STEPHEN, Chief Manager.

Hongkong, December 29th, 1920. [9]

## CHARTERED BANK OF INDIA, AUSTRALIA &amp; CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Capital	£3,000,000
Reserve Fund	£2,500,000
Reserve Liability of Proprietors	£2,500,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Acting Manager.

Hongkong, March 30th, 1921. [60]

## BANQUE INDUSTRIELLE DE CHINE.

(FRENCH BANK).

Capital	Fr. 150,000,000
Paid Up Capital	Fr. 75,000,000
Reserve Funds	Fr. 80,000,000
Deposits	Fr. 850,000,000

The Chinese Government owns one-third of the Capital.

HEAD OFFICE:

74, Rue Saint-Lazare, PARIS.

BRANCHES:	
Hongkong	Yunnanfu
Shanghai	Vladivostok
Peking	Poochow
Canton	Swatow
Shanghai	Yokohama
Tientsin	Manchukuo
Hankow	Amoy
New York	Harbin
Batavia	Yokohama
Batavia	Yokohama

BANKERS:

In FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.

In LONDON: London Joint City & Midland Bank, Ltd.

In SAN FRANCISCO: Crocker National Bank.

Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French Exchange.

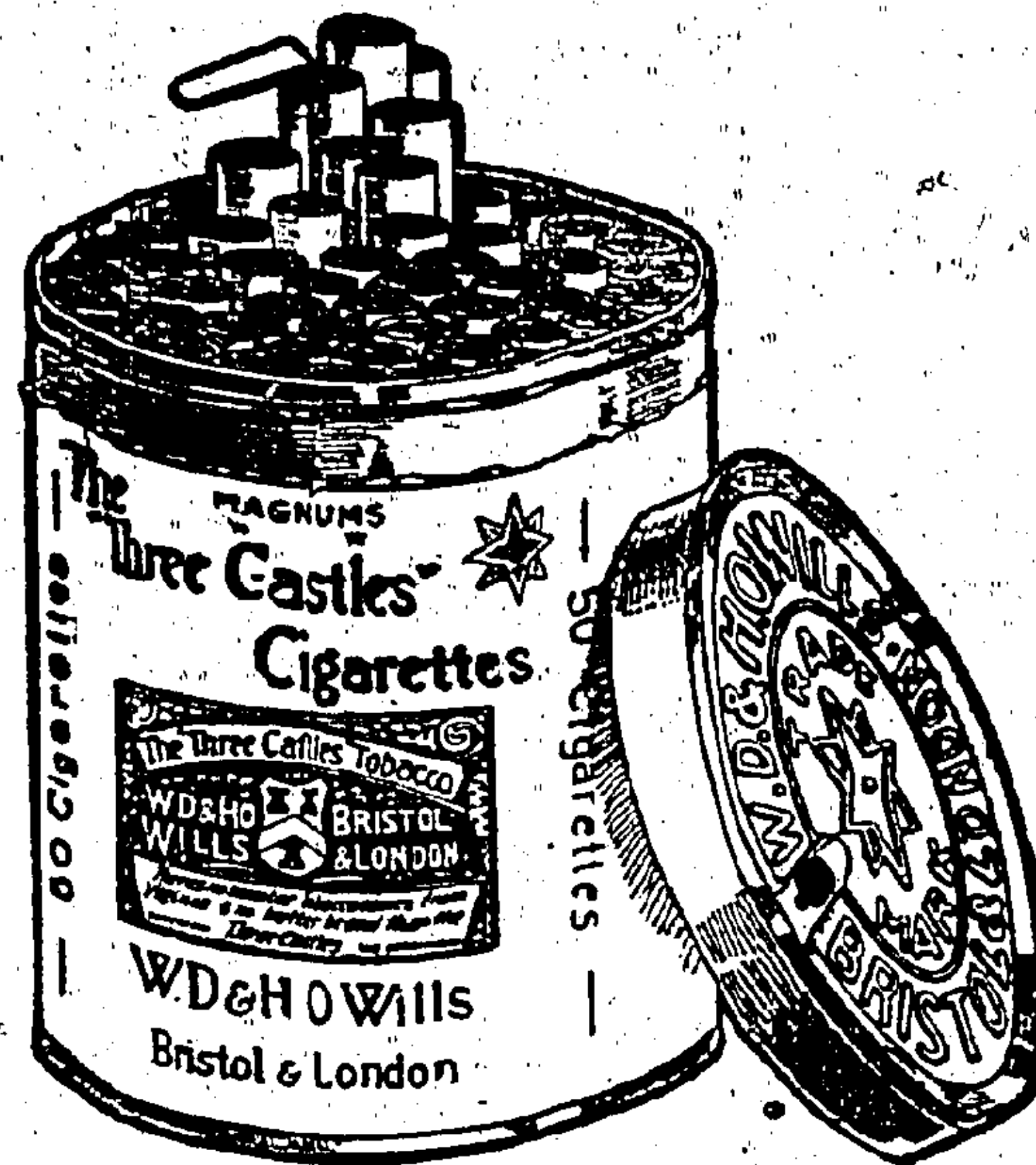
M. MONTAGNIS, Manager.

Hongkong, January 20th, 1921. [66]

FOR EVERYDAY SMOKING THERE ARE NO FINER CIGARETTES THAN

## "THREE CASTLES" MAGNUMS.

PACKED IN AIR TIGHT TINS OF 50 CIGARETTES



MANUFACTURED BY W. D. &amp; H. O. WILLS BRISTOL, ENGLAND.

This advertisement is issued by British American Tobacco Co. (China), Ltd.

## THE MERCHANTILE BANK OF INDIA, Limited.

HEAD OFFICE:

15, Gracechurch Street, London, E.C.3.

Authorized Capital	£3,000,000
Subscribed Capital	£2,800,000
Paid-up Capital	£2,050,000
Reserve Fund	£1,100,000

BANKERS:

THE BANK OF ENGLAND,

THE LONDON JOINT CITY & MIDLAND BANK, LTD.

BRANCHES:

Bombay Hongkong Kuala Lumpur Rangoon

Calcutta Madras Madras Shanghai

Colombo Ceylon New York Singapore

Delhi Karachi Penang

Galle Kala Bharu Port Louis (Mauritius).

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

O. L. SANDES, Manager.

7, Queen's Road Central, Hongkong, April 26th, 1921. [43]

## THE BANK OF TAIWAN, Limited.

(TAIWAN BANK).

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 40,000,000
Capital (Paid-up)	Yen 45,000,000
Reserve Funds	Yen 9,630,000

HEAD OFFICE:—TAIPEI, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Manji.

FORMOSA—Ginsu, Kagi, Karento, Keelung, Maktung, Nankai, Pusan, Shichiku, Tientsin, Tainan, Takow, Tamsui, Tolyen, Aiko.

CHINA—Shanghai, Hankow, Kinkiang, Amoy, Fochow, Swatow, Canton.

OTHERS—Hongkong, Bangkok, Singapore, Batavia, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:

LONDON COUNTY WESTMINSTER AND PARKS BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, China, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH, Manager.

HONGKONG BRANCH,

3, Des Voeux Road Central, Hongkong, September 1st, 1920. [41]

## BANQUE DE L'INDO-CHINE.

(FRENCH BANK).

HEAD OFFICE: 15bis Rue La Fayette, Paris.

Subscribed Capital	Fr. 72,000,000.00
Paid-up Capital	Fr. 68,400,000.00
Reserve Funds	Fr. 69,567,203.54

BRANCHES:

Bangkok Hongkong Shanghai

Batambang Mongtze Singapore

Canton Noumea Tientsin

Djibouti Papeete Tonkin

Haiphong Peking

Hankow Pnom-Penh

Hanoi Pondichery

IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de Pays-Bas; Crédit Industriel et Commercial; Société Générale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

V. MARSON, Acting Manager.

Hongkong, November 1st, 1920. [68]

## THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital	\$80,000,000.00
Paid-up Capital	\$12,279,800.00
Reserve Funds	\$7,788,023.00

HEAD OFFICE:—PEKING.

HONGKONG BRANCH:—20-21, Connaught Road Central. Branches and Sub-branches all over China, and Correspondents in Japan, New York, San Francisco, Singapore and Manila.

LONDON BANKERS:—The National Provincial and Union Bank of England, Ltd.; The Guaranty Trust Company of New York; New York Bankers:—The Irving National Bank.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:—

For 3 months, 3 per cent. per annum.

For 6 months, 4 per cent. per annum.

For 12 months, 5 per cent. per annum.

TSUYEE PEI, Manager.

Hongkong, February 7th, 1921. [73]

## THE CHINA SPECIE BANK, LTD.

HEAD OFFICE:

87, Queen's Building, Hongkong.

Chairman of Board of Directors

Mr. WONG SHIU HAM.

Chief Manager... Mr. L. S. HOLLAND.

Asst. Manager... Mr. K. T. WONG.

Hongkong Manager Mr. I. P. ALLEN.

Foreign exchange and General Banking business transacted.

Current, Saving, and Fixed Deposits bear interest at rates of 2 per cent., 4 per cent. and 5 per cent. per annum, respectively.

L. S. HOLLAND, Chief Manager.

Hongkong, October 2nd, 1920. [119]

## THE BANK OF EAST ASIA, Limited.

HEAD OFFICE:—

No. 2, Queen's Road Central, HONGKONG

Established 1918.

PAID-UP CAPITAL ... \$3,000,000.00

RESERVE FUND ... 500,000.00

DIRECTORS:

Mr. FONG WAI TUNG, Chairman.

Mr. Chow Shou Son, Mr. Kuo Ying Po,

Mr. Li Koon Chun, Mr. Mok Chung Kung,

Mr. Fung Ping Shan, Mr. Wong Yan Tung,

Mr. P. K. Kwok, Mr. Chai Ching Bank,

Mr. Ng Chung Lok, Mr. Kan Chiu Nam.

Chief Manager ... Mr. Kuo Tong Po,

Asst. Manager ... Mr. Li Tse Fong.

BRANCHES & AGENCIES:—

LONDON NEW YORK

SHANGHAI SAN FRANCISCO

Kobe YOKOHAMA

NAGASAKI SAIGON

SINGAPORE PENANG

TIENTSIN HANKOW

MANILA BATAVIA

SAMARANG SOERABAYA

London Bankers:—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted.

Loans granted on approved securities.

Interest allowed on Current Deposits Accounts at the rate of 5 per cent. per annum on Savings Accounts Free of cost, per annum, and on Fixed Deposits at the following rates:—

For 3 months at 4 1/2 per cent. per annum

For 6 months at the rate of 5 1/2 per annum

For 12 months at the rate of 6 1/2 per annum

KAN TONG PO, Chief